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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY NOTICE OF MEETING CANCELLATION

The following scheduled Board meeting has been CANCELED:

Virtual Meeting Information

Tuesday, November 9, 2021 10:00 a.m.

The agenda packet previously posted and distributed for this cancelled meeting appears on the following pages.

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AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, November 9, 2021; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2495 403 1502 # #

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:

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at 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. Community Advisory Committee Report INFORMATION*

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| 3. | Approve the Minutes of the October 26, 2021 Meeting - ACTION* | 17 |
|-------------|--|-----|
| Cons | ent Agenda | |
| 4. | [Final Approval] Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 Contracts - ACTION* | 2′ |
| | Contracts: On-call Legal Counsel Services: Meyers Nave; Nossaman LLP; and Wendel Rosen LLP (\$325,000). Computer Network and Maintenance Services: SPTJ Consulting, Inc. (\$300,000). On-call Strategic Communications, Media, and Community Relations Professional Services: Civic Edge Consulting and Convey, Inc. (\$100,000) | |
| End o | of Consent Agenda | |
| 5. | Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - ACTION* | 3 |
| 6. | Allocate \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$320,000 in Prop K funds for Four Requests - ACTION * | 7 |
| | Projects: Prop K - SFMTA: Bus Transit Signal Priority (\$1,350,883), Mission/Geneva Safety (\$1,391,000). SFPW: Mission and Geneva Pavement Reconstruction (\$1,093,827). SFCTA: Ocean Avenue Action Plan [NTIP Planning] (\$275,000). Prop AA - SFPW: Mission and Geneva Pavement Reconstruction (\$4,794,258). | |
| 7. | Amend the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project to Revise the Scope and De-obligate \$1,892,152 of \$6,319,470 in Prop K Funds - ACTION* | 87 |
| 8. | Major Capital Update: Better Market Street - INFORMATION* | 107 |
| 9. | Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2021 - INFORMATION* | 113 |
| <u>Othe</u> | <u>r Items</u> | |
| 10. | Introduction of New Items - INFORMATION | |
| | During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration. | |
| 11. | Public Comment | |
| 12. | Adjournment | |
| *Add | itional Materials | |
| ltems o | 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. 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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The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at 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.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, October 27, 2021

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:05 p.m.

Present at Roll: Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Peter Tannen, Danielle Thoe (8)

Absent at Roll: Rosa Chen, Kevin Ortiz, and Sophia Tupuola (3)

2. Chair's Report - INFORMATION

Chair Larson shared that Community Advisory Committee (CAC) members were provided a link to the agency's website with the Executive Director's Report given at the October 26 Transportation Authority Board meeting. He reported that September marked the end of the State legislation session, and October 10 was the last day for the Governor to sign or veto bills. He said he was excited to note that Assembly Bill 43 (Friedman) became law and that the bill provided more flexibility to local jurisdictions to lower speed limits under certain conditions in which was of high interest to CAC members. He noted that under Item 8 on the agenda, was the State legislative recap from staff, and he was looking forward to hearing an update on what is happening at the federal level.

With regard to the sales tax reauthorization, he reported that since their last meeting, the Expenditure Plan Advisory Committee (EPAC) had met twice. He shared that the project sponsor agencies had the opportunity to make the case for funding for maintenance, rehabilitation and replacement on our streets and transit systems, as well as for safe and complete streets projects and freeway safety and operations improvements. He added that they would continue discussing the proposed Expenditure Plan programs at their meeting on October 28 and are targeting approval of a new Expenditure Plan at their December 9 meeting.

Additionally, Chair Larson shared that the aforementioned Executive Director's Report had more information on outreach that was underway. He encouraged CAC members and others listening to take the online survey available on the Transportation Authority's website at sfcta.org/expenditureplan, along with the link to join the virtual EPAC meeting. He shared that staff would agendize an item on the New Expenditure Plan at the December 1 CAC meeting and noted that it would be a combined November/December meeting. He thanked Rosa Chen, who was not in attendance, for representing the CAC at the EPAC.



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Chair Larson also reported that member Danielle Thoe's term was expiring at the end of the month, and it would be her last meeting. He spoke on behalf of the CAC stating that though her tenure had been relatively short, they would surely miss her many articulate and thoughtful comments. He asked her to stay in touch or call in and make public comment and invited the Transportation Authority staff to say a few remarks.

Maria Lombardo, Chief Deputy Director presented Danielle Thoe with a certificate of recognition and thanked her for her service on the CAC and her many contributions. Members David Klein and Jerry Levine also shared their kind remarks towards Ms. Thoe's departure.

Danielle Thoe thanked everyone for their kind words and said she would look to join the CAC again in the future and will keep an eye open for future vacancies. She added that the CAC is a unique committee where the public can comment and have impact on what is getting funded in terms of the city's transportation infrastructure, and she has enjoyed her time as well as Chair Larson's leadership.

Chair Larson thanked Ms. Thoe and said she has been a great addition with very insightful comments and encouraged her and future members who depart the committee to call into the meetings.

Lastly, Chair Larson shared news of Becky Hogue's passing earlier in the month. He shared that Becky was highly involved in her community, especially Treasure Island, where she lived for many years. He said she served as the District 6 representative on this CAC as well as a resident representative to the Treasure Island Development Authority's Community Advisory Board and former Chair of the city's Pedestrian Safety Advisory Committee. He said that Becky would be fondly remembered for her legacy of community service, and he planned to adjourn the meeting in Becky's memory.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the September 22, 2021 Meeting ACTION
- 4. Community Advisory Committee Vacancy INFORMATION

There was no public comment.

Robert Gower motioned to approve the consent agenda, seconded by David Klein.

The consent agenda was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen and Thoe (8)

Absent: Chen, Ortiz, Tupuola (3)

End of Consent Agenda

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5. Adopt a Motion of Support to Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - ACTION

Eric Reeves, Senior Program Analyst, Policy and Programming presented the item per the staff memorandum.

Chair Larson asked if there was anything about the application process which drives sponsors to be overly optimistic about when their projects will start or request reimbursement.

Anna LaForte, Deputy Director for Policy and Programming responded that a goal of the Strategic Plan is to make funds available to projects when the sponsors anticipate that they will be able to advance, but inevitably they are not all able to do so when originally anticipated. She added that the Transportation Authority reviews applications thoroughly for reasonableness with regards to many items, including project delivery schedule. She continued saying that the Strategic Plan is the first cut of how much debt would be needed given what sponsors are indicating they can deliver projects. Ms. LaForte said nothing would suggest that it is related to the process of requesting programming or reimbursement for project costs.

Ms. Thoe asked about major capital project delivery and whether there are patterns to project delivery delays and/or any conversations to help improve on project delivery issues.

Ms. LaForte responded that they are conducting an analysis on major capital delivery project delivery to understand lessons learned, moreover, different programs have different project delivery track records. She said quick-build projects have been completed in short order, while some signals projects, for example, have taken longer periods of time, and there have been staffing issues, some of which are related to COVID-19.

Jerry Levine asked about whether making funds available to projects when they think they will need it increases costs to the program.

Mr. Reeves responded that the sales tax program is reimbursement based and the act of programming funds to projects doesn't increase the cost of financing associated with running the program, it just provides certainty to the sponsor that the funds are there if needed. The sponsor still needs to come in for an allocation of funds when the project is ready to proceed.

During public comment, Roland Lebrun asked where the Geneva-Harney Extension project went and whether the Candlestick Active Mobility & Transit Crossing was what he was looking for. He said that Caltrain is not looking to relocate the Bayshore Station and neither is the San Francisco Planning Department as part of the Southeast Rail Study.

Ms. LaForte responded that the Candlestick Active Mobility & Transit Crossing is the eastern portion of the Geneva-Harney Bus Rapid Transit (BRT) project.

Jerry Levine motioned to approve the item, seconded by Danielle Thoe.



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The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen and Thoe (8)

Absent: Chen, Ortiz, Tupuola (3)

6. Adopt a Motion of Support to Allocate \$4,935,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$320,000 in Prop K funds for Five Requests - ACTION

Anna LaForte, Deputy Director for Policy and Programming presented four requests and Camille Guiriba, Senior Planner Transportation Planner, presented the request regarding the Ocean Avenue Mobility Action Plan.

Ms. Thoe said she was excited about the Geneva plan, and a comprehensive safe streets project getting funded. With regards to the proposed hearing loops at the BART/Muni Powell Street Station, she asked if it could be used by both BART and Muni station agents.

Isaac Lim with SFMTA replied that it is only for BART station agents.

Ms. Thoe asked why BART and Muni were not coordinating to put hearing loops in both BART and Muni station agent booths to assist hearing impaired passengers She asked if there was a way that the request could be amended to include Muni in the project as well.

Mr. Lim responded that they would have to discuss it with SFMTA to see if funds were available.

Chair Larson thanked Ms. Thoe for the comments and said that this was a source of frustration for residents that the stations are shared spaces and yet there is often a lack of collaboration between the two agencies. He inquired if there was a part of the planning process where one of the agencies reaches out to the other early on to coordinate. He added that it seemed like a missed opportunity for stations that are shared, especially in the downtown area.

Ms. Thoe noted that she would not support the funding for the project as is and proposed it be amended. She asked what would happen if the CAC took such an action.

Ms. Lombardo said that staff would follow up with BART and SFMTA to address the CAC's request. She said that unless conversations with BART revealed some sort of critical issue with a delay, staff would not advance the request to the Board for approval before exploring the CAC's request.

Ms. LaForte noted that the project is ready to advertise, so adding scope and or making changes would likely impact the schedule.

Rob Jaques, BART, replied that with regard to the possible delay, they would have to get back to staff about the implications of not advancing the request right away. He shared that when projects occur within the joint use stations, BART and Muni have ongoing planning and coordination meetings as part of



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their joint maintenance agreement to manage those stations. With that, he said there is a shared responsibility between BART and Muni in implementing projects in the shared use space. However, he said within their dedicated paid areas in the stations, each operator is responsible for improvements and changes to infrastructure within those bounds. He said they can go back to Muni to discuss the project if that is the recommendation from the CAC, but they can't commit to a specific outcome, but can investigate it.

With regard to Ms. Thoe's suggestion, Mr. Klein shared his support towards the idea of doing something more thorough and comprehensive at the behest of losing time.

With respect to the Ocean Avenue Mobility Plan, Mr. Gower asked if it was known which improvements were going to be studied. He said he understands it's a long corridor, but would like to know what are the areas of focus.

Ms. Guiriba replied that a lot of the areas of focus are more on the eastern section of the corridor which are closer to the Balboa Park Station and City College. She said that one of the existing projects that they know of is rethinking the Frida Kahlo, Ocean Avenue and Geneva intersection, and it has been identified as a quick-build project and is one of the projects they are considering as part of the action plan. She said there have also been proposals for improving transit operations along that corridor. Ms. Guiriba said one of their initial tasks of the study is to do a full inventory of all the past projects to understand the status of the projects identified in previous plans, whether they have been implemented, and if not, how they can advance them forward if they become a priority as part of the action plan.

With respect to the BART and Muni coordination, Mr. Gower said he also would like to see more coordination amongst the agencies, however he noted that there is a community of ADA riders who have a need, so he was unsure about pushing the project further out. He said he would like a better understanding of what the delay would look like.

Chair Larson agreed stating that they don't want to delay for efficiency's sake if it's going to be detrimental to those who need it. He turned to Ms. LaForte for guidance on how they should proceed with the item.

Ms. LaForte stated that it would not come back to the CAC until [December 1] because of the holiday schedule. She said they can definitely communicate with BART and Muni before the upcoming Transportation Authority Board meeting to understand what the implications would be if the project were delayed, and to understand what would be required in order to coordinate and install hearing loops at Muni station agent booths as well.

Chair Larson asked if they could pass a motion that stipulated if there was a significant delay on the project, they would not seek further coordination between the agencies. He said going forward BART and Muni should coordinate before advancing joint station requests.

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Ms. Lombardo confirmed that the CAC could make such a motion.

Peter Tannen expressed support for Mr. Gower's comments about the hearing loop project.

Chair Larson severed the BART Accessibility Hearing Program request from the other requests and called for public comment on it.

There was no public comment

Danielle Thoe motioned to amend the item asking BART and Muni to work together to see if the hearing loops can be installed at the Muni Station agent booth at Powell Station as part of the BART project before returning to the CAC for approval; however, if the requested coordination creates a significant delay to the project, it should advance to the November Board meetings. The motion was seconded by Stephanie Liu.

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen and Thoe (8)

Absent: Chen, Ortiz, Tupuola (3)

Chair Larson took public comment for the remaining requests.

There was no public comment.

Robert Gower motioned to approve the three requests, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen and Thoe (8)

Absent: Chen, Ortiz, Tupuola (3)

7. Adopt a Motion of Support to Amend the Geary Bus Rapid Transit Phase 2
Conceptual Engineering Report Project to Revise the Scope and De-obligate
\$1,892,152 of \$6,319,470 in Prop K Funds - ACTION

Dan Tischler, Principal Planner for Technology, Data, and Analysis, and Liz Brisson, Major Corridors Planning Manager for SFMTA, presented the item.

Mr. Klein commended SFMTA for the agency's efforts to deliver Geary BRT under budget and on time and asked a clarifying question about the extent of the corridor. Ms. Brisson clarified that bus lanes would still continue to 34th Avenue and that the proposed change affects the segment of the corridor between Arguello and 28th Avenue that was originally planned for center running bus lanes. She said the segment from 28th to 34th avenue was and still is planned for side-running bus lanes.

Mr. Klein asked what the basis was for the 20% travel time improvement figure cited in Ms. Brisson's presentation.

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Ms. Brisson explained that the 20% improvement in travel time is based on the segment of Geary BRT Phase 1 where SFMTA implemented quick-build improvements between Arguello and Gough. She said it was on the order of several minutes of travel time savings during peak periods. She said that SFMTA did a low level of effort analysis after quick build, and now that Phase 1 was fully complete SFMTA would do a full evaluation. She said the timing was tricky because of the pandemic, but SFMTA expects to do this in mid-2022. She said that there were slides that had been presented to the Geary CAC with additional details on the evaluation that she could provide. She said there was also a full report on the temporary emergency transit lanes that had been implemented on Geary in 2020 available at www.sfmta.com/templanes38.

Mr. Klein asked if those resources would explain why SFMTA decided to move forward with the side running design.

Ms. Brisson replied that the memo for the item and the SFMTA website include several points about why SFMTA is recommending this change. Ms. Brisson said she had additional slides she could present to explain the rationale for the change from center-running to side-running bus lanes.

Chair Larson asked Ms. Brisson to present the additional information after CAC questions.

Ms. Thoe expressed support for the design change from center to siderunning bus lanes. She said she was never fully sold on the center-running bus lanes. She said she has used the bus bulbs implemented in Geary BRT Phase 1 and has seen how they work by not requiring buses to pull in and out of traffic at bus stops. She also said she wants to make sure that SFMTA buses on Geary can take advantage of AB 917 to ticket drivers violating the bus lane.

Ms. Brisson responded by saying that SFMTA is already taking advantage of new legislation to issue tickets to drivers blocking bus lanes.

In response to Mr. Klein's earlier questions about the rationale for the side-running design, Ms. Brisson said that side-running bus lanes allow the use of quick-build construction techniques to get benefits on the ground quickly. She said that with center-running bus lanes SFMTA would need to do all of the capital work first and that side running bus lanes require substantially less construction disruption. She said that a side-running alternative only requires heavy capital construction at bus stops and pedestrian bulbs, whereas with center running, SFMTA would need to build new curbs everywhere in the corridor. She said SFMTA also appreciated that side-running bus lanes preserve the most operational flexibility, as the center-running bus lane design did not have passing lanes. She said that center running bus lanes would be slightly faster because they are more fully protected, but side-running bus lanes have fewer stops for rapid buses. She said the center-running bus lane project would have removed more trees and SFMTA understood it was important to Richmond residents to preserve trees.

Chair Larson said that historically, the Geary BRT project was supposed to be

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"light-rail ready". He also asked whether the change from center-running to side-running indicated that stakeholders along the corridor have said that side-running was alright. He said he felt it was important to bring up the long-held dream of restoring rail to the Geary corridor.

Ms. Brisson said that people had been asking for decades about the status of rail on the Geary corridor, since it was identified during planning for the BART system, and that now a Geary/19th Avenue Street subway has been identified as a top priority through the ConnectSF planning process. Ms. Brisson also responded by saying that the city is moving forward on scoping early planning work for Geary rail, which would be paired with the Link21 plan and would likely be BART or a standard gauge subway, that would not work with surface light rail and that it would likely turn south at some point rather than following the whole corridor.

Chair Larson said that he would like the CAC to receive an update on rail corridor planning in the future. He said that a Geary subway line would obviate the battle over surface rail and trying to bring back the old surface streetcar line. He asked what happens to buses west of 34th Avenue.

Ms. Brisson responded that the transit lanes would end at 34th Avenue, but Geary buses would continue serving areas west of 34th Avenue up to their current termini.

During public comment, Roland Lebrun discussed the relationship between high speed rail, a second transbay rail crossing, and a westside subway along Geary Boulevard. He suggested that a second Transbay rail crossing would likely be a standard gauge rail crossing and was skeptical that this would help BART extend service along the Geary corridor.

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

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen and Thoe (8)

Absent: Chen, Ortiz, Tupuola (3)

8. State and Federal Legislation Update - INFORMATION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Mr. Klein asked what implementing Assembly Bill 43 required regarding speed limit enforcement, such as whether it would result in more cameras or police officers.

Ms. Crabbe replied that she would follow up with SFMTA to see what enforcement activities were planned for speed limit reductions authorized by the bill. She said that the bill did not mandate the type of enforcement, it only authorized the reduction of speed limits. She noted that the method of

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enforcing speed limit reductions would be up to the individual jurisdiction.

Mr. Klein said that camera enforcement wasn't biased, but that there were inherent racial biases in police enforcement, in particular in the Tenderloin neighborhood. He stated that lowering speed limits had the potential to expand that bias by increasing the amount of traffic stops, especially during the period when drivers were still adjusting to speed limit changes. He noted that the bill could create a tradeoff between lives saved and lives incarcerated. He added that he wanted to better understand what communities any increased enforcement as a result of the bill could harm and which it could help.

There was no public comment.

9. Progress Update on the Caltrain 22nd Street Station Americans with Disabilities Act (ADA) Access Improvements Feasibility Study and the San Francisco Planning Department Southeast Rail Station Study - INFORMATION*

Jesse Koehler, Rail Program Manager, Nicholas Atchison, Planning Analyst for Caltrain, and Anna Harvey, Rail Program Manager for the San Francisco Planning Department, presented the item.

Robert Gower asked for additional information regarding engagement with the community regarding the virtual public outreach meetings, including efforts to connect with those without access to technology.

Ms. Harvey described the Planning Department's approach, including the provision of a telephone option for accessing meetings, as well as development of a script that is accessible for attendees without a computer. She added that outreach to community-based organizations (CBOs) was undertaken and that door hangers were dropped in the vicinity of the station sites. Ms. Harvey said that for the upcoming outreach series, the team was exploring the option to provide feedback cards to CBOs.

Chair Larson asked how many total stations within the study area could be ultimately selected.

Ms. Harvey said that the study is looking at the development of two stations - one at or near the existing 22nd Street Station and one to restore regional rail access to the Bayview.

Mr. Koehler added that the study will recommend that planning and design for a new station in the Bayview should proceed in the near-term, independent of the timeline for the Pennsylvania Avenue Extension (PAX) project.

During public comment, Roland Lebrun reinforced the need to address issues at 22nd Street Station and to restore service to the Bayview. Mr. Lebrun said that low ridership at the Paul Avenue Station was due to the minimal level of service that was provided to the station. He noted that the Bayshore station was not being studied. Mr. Lebrun said that Oakdale was impacted the Quint

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Street closure. He said that the PAX tunnel could begin in the vicinity of Cesar Chavez. Mr. Lebrun said that there was also a potential station location on Seventh Street between 16th Street and Townsend Street. He noted that there are several related projects including the Link21 new Transbay rail crossing, the Downtown Rail Extension and the PAX. Mr. Lebrun said that all of these projects should be put together and move together in a cohesive fashion.

10. 101 Mobility Action Plan Update - INFORMATION

Aliza Paz, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Larson thanked the Transportation Authority for the presentation and appreciated the coordinated effort in the region.

During public comment, Edward Mason noted that there should be a pollution counter by people who travel by car on the route, similar to how we count bicyclists. He continued with notes on the 101 MAP report noting that it states there are 200 private shuttles which Santa Clara Valley Transportation Authority (VTA) has to get from video counts because private companies were not willing to share information; SamTrans ridership noted in the report may only account for a couple of lines, which may include the 398 route which is expected to be removed; adding HOV lanes promotes driving; VTA discontinued express bus service because of costs and offered employers to sponsor them and VTA is now using those buses to increase service; and in the South Bay people have to walk far to the bus which will make it hard to achieve goals and is leading companies to have to do major development.

Other Items

11. Introduction of New Business - INFORMATION

Robert Gower requested an update on the Van Ness BRT, and said it's been a while since they've had an in person update and would love to hear the progress.

Chair Larson noted that the Van Ness BRT was presented at the last CAC meeting.

Maria Lombardo, Chief Deputy Director said per CAC direction they would be bringing asking the project team to provide a more detailed report, particularly with regard to business impacts in particular.

Mr. Levine said he would appreciate seeing a comprehensive overview on the business impacts of the Van Ness BART project.

Chair Larson assured Mr. Levine that it would be presented as it was one of the requests the CAC made.

There was no public comment.

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12. Public Comment

During public comment, Edward Mason provided an update on the private commuter buses in Noe Valley. He said they are moving up from 20 buses an hour between the hours of 7:30 am and 8:30 am. He said the private commuter buses are running empty with 1-2 passengers, which is a wasted resource.

Roland Lebrun thanked the Transportation Authority staff for providing the closed captioning and asked if the transcript could be available for future viewing. With regard to the Caltrain presentation, he said he appreciated the stakeholder engagement and said he wished they had the same engagement designing Caltrain connections to BART in Santa Clara county. He also suggested that the Transportation Authority used the same meeting platform the Planning Department uses for their meetings so that members of public could see and listen to the meeting in real time. Lastly, with regard to the noise and pollution of private commuter buses, he said that it can be addressed by incentivizing the companies to electrify their fleet.

13. Adjournment

The meeting was adjourned in honor of Becky Hogue at 8:24 p.m.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 26, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chan, Haney, Mar, Mandelman, Melgar,

Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Absent at Roll Call: Commissioner (0)

2. Chair's Report - INFORMATION*

Chair Mandelman reported that in the month of October, they celebrated the completion of two great projects with city agencies and community members in Japantown and the Fisherman's Wharf area. He continued by congratulating the San Francisco Municipal Transportation Agency (SFMTA) for delivering the first phase of Geary bus rapid transit project via the Geary Rapid Project. He said the Geary Rapid Project made transit faster and more reliable by adding dedicated red side bus lanes, signal priority and a dozen bus bulbs on one of San Francisco's busiest transit corridors. Chair Mandelman added that the project also brought much-needed safety improvements along this high-injury corridor, including new crosswalks at Buchanan and Webster Streets, reconnecting Japantown with the Fillmore and Western Addition, which were historically divided by the construction of the Geary Expressway in the late 60's. He said that the Transportation Authority led environmental planning for the project and provided over \$13 million to fund the project and he was very pleased that the SFMTA delivered the project on-time and on-budget, and he hoped that trend would continue as the project progressed westward to the Richmond, in phase 2.

Chair Mandelman also congratulated San Francisco Public Works on their opening of Jefferson Street Phase 2. He shared that the project included three blocks of streetscape improvements between Powell and Jones Streets, completing the design developed from the 2010 Fisherman 's Wharf Public Realm Plan. He added that it featured widened sidewalks, pedestrian-scale lighting, new landscaping, and public seating, and the project would improve pedestrian safety along a street that sees more than 60,000 pedestrians per day on a typical summer weekend. With Vice Chair Peskin's support, he said, the Transportation Authority was a significant contributor to the project, providing \$8 million or approximately half of the funding to complete the work, with sales tax and state gas tax funds that the agency programs.

With respect to Plan Bay Area (PBA) 2050, Chair Mandelman shared that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted PBA 2050 as the region's long-range transportation and land-use plan the week prior. He acknowledged that it was not an easy process, and thanked representatives on both bodies including Commissioners Ronen and Mar,



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and the Transportation Authority staff for helping to ensure all of their priorities were included in the plan. He added that as they wrote in a joint letter with Mayor Breed, they looked forward to working with both agencies and colleagues around the Bay Area to advance regional rail, fund transit core capacity needs at Muni, BART and Caltrain, and improve equitable housing and transportation policies in the region. Chair Mandelman continued saying that as part of the next focus on implementation, they appreciated MTC staff's recommendation to allocate \$30 million in federal transit covid relief funds to SFMTA to support restoration of Muni service. He thanked Commissioner Ronen for advocating for this important investment in equitable access at the MTC.

Lastly, Chair Mandelman, took a moment to remember Becky Hogue, a long time Treasure Island resident and former Transportation Authority Community Advisory Committee member representing District 6 who had recently passed away. He shared that Becky was always highly involved in her community, working on accessibility issues citywide, serving on the Pedestrian Safety Advisory Committee including as its Chair, and later focused on Treasure Island, where she lived for many years and served on the Treasure Island Development Authority (TIDA)'s Community Advisory Board. He closed by saying that they would remember Becky fondly for her legacy of community service.

There was no public comment.

3. Executive Director's Report - INFORMATION*

Tilly Chang, Executive Director, presented the item.

There was no public comment.

4. Approve the Minutes of the October 19, 2021 Meeting - ACTION

There was no public comment.

Vice Chair Peskin moved to approve the minutes, seconded by Commissioner Ronen.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner (0)

Consent Agenda

- [Final Approval] Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests -ACTION
- 6. [Final Approval] Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program ACTION
- [Final Approval] Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan - ACTION

Vice Chair Peskin moved to approve the consent agenda, seconded by Commissioner Ronen.



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The consent agenda was approved without objection by the following vote:

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

Absent: Commissioner (0)

End of Consent Agenda

8. Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 - ACTION

Lily Yu, Principal Management Analyst, Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner (0)

Progress Update on the Caltrain 22nd Street Station Access Study and the San Francisco Planning Department Southeast Rail Station Study - INFORMATION

Jesse Koehler, Rail Program Manager, introduced the item and presenters. Anthony Simmons, Director of Systemwide Planning with Caltrain, and Anna Harvey, Rail Program Manager with San Francisco Planning Department presented the item.

Commissioner Walton thanked the Transportation Authority staff for conducting the 22nd Street Station Access Study. He said he understands that it will be a very expensive endeavor, but the station has been operating too long without being Americans with Disabilities Act (ADA) accessible.

Commissioner Walton also thanked the Planning Department staff for their work on additional Caltrain stations in the southeast sector of San Francisco, and said is looking forward to advancing the recommendations and getting this work done.

During public comment, with respect to the Southeast Rail Station Study Roland Lebrun suggested that it wasn't a question of either Cesar Chavez or a Mariposa station but should be both. However, he continued to say that the Mariposa station should be relocated to 7th street between 16th and Townsend, at which point the Transbay Joint Powers Authority's proposal for a 4th and Townsend station becomes redundant. With respect to phasing, Mr. Lebrun said that the 22nd street station will continue to have service as long as Caltrain provides service to the 4th and King station.

10. 101 Mobility Action Plan Update - INFORMATION

Aliza Paz, Senior Transportation Planner, presented the item.

There was no public comment.



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Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment Roland Lebrun thanked the Transportation Authority and MTC for allowing public participation at the Downtown Extension Executive Steering Committee meeting. He however shared his frustration stating that TJPA does not share or post the recordings from the meetings and suggested that Transportation Authority or MTC staff take over hosting their future meetings.

13. Adjournment

The meeting was adjourned at 10:57 a.m.



RESOLUTION EXECUTING CONTRACT RENEWALS AND OPTIONS FOR VARIOUS ANNUAL PROFESSIONAL SERVICES IN AN AMOUNT NOT TO EXCEED \$725,000 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority annually contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff; and

WHEREAS, The Transportation Authority seeks general legal counsel services; computer network services; on-call strategic communications, media and community relations professional services; and

WHEREAS, On July 23, 2019, through Resolution 20-07, the Transportation Authority awarded a three-year professional services contract, with an option to extend for two additional one-year periods in a combined amount not to exceed \$1,000,000 for on-call general legal counsel services to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Wendel Rosen LLP (formerly Wendel, Rosen, Black & Dean LLP); and

WHEREAS, The Transportation Authority maintains a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the first of two one-year options in an amount not to exceed \$325,000; and

WHEREAS, On November 27, 2018, through Resolution 19-26, the Transportation Authority awarded a two-year professional services contract, with

options to extend for three additional one-year periods in an amount not to exceed \$480,000 for computer networking and maintenance services to SPTJ Consulting, Inc.; and

WHEREAS, On September 22, 2020, through Resolution 21-12, the Transportation Authority exercised the first of three renewal contract options in an amount not to exceed \$325,000 for a total contract amount not to exceed \$805,000; and

WHEREAS, During Fiscal Year (FY) 2021/22 and due to COVID-19,
Transportation Authority needs to maintain technology support for the production of virtual Board and/or Committee meetings and for the reopening of Transportation Authority physical office; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the second of three renewal options in an amount not to exceed \$300,000; and

WHEREAS, On February 12, 2019, through Resolution 19-37, the Transportation Authority awarded a three-year professional services contract, with an option to extend for two additional one-year periods in a combined amount not to exceed \$300,000 for on-call strategic communications, media and community relations services to Civic Edge Consulting and Convey, Inc.; and

WHEREAS, The Transportation Authority regularly communicates with the public, the media, policy makers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters; and

WHEREAS, The Transportation Authority forecast continuous need for



assistance with strategic communications, media relations and outreach related to various projects; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the first of two renewal options in an amount not to exceed \$100,000; and

WHEREAS, The contract amounts proposed are annual limitations, as the subject professional support services are provided through contracts where costs are incurred only when the specific services are used; and

WHEREAS, The adopted FY 2021/22 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts; and

WHEREAS, The proposed contracts will be funded by a combination of federal grants, state grants and Prop K funds; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee considered the proposed action to execute contract renewals and options for various annual professional services as summarized in Attachment 1 and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute contract renewals and options for the aforementioned annual professional services in an amount not to exceed \$725,000; 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.

Attachment:

Attachment 1 - Proposed Professional Services Expenditures

Attachment 1: Proposed Professional Services Expenditures

| Professional Services | Description of Services | Previous Year Contract | Increase/ (Decrease) | Proposed Annual Amount | Procurement Type/Contract Options | Contract Goal | Utilization to Date |
|--|--|------------------------------|-------------------------|------------------------------|---|---------------------------|------------------------|
| Meyers Nave; Nossaman LLP; and Wendel Rosen LLP | On-call Legal Counsel Services | \$333,333 | (\$8,333) | \$ 325,000 | Competitively bid. First of two renewal options. | 0% | 0% |
| SPTJ Consulting, Inc. | Computer Network and Maintenance Services | \$325,000 | (\$25,000) | \$ 300,000 | Competitively bid. Second of three renewal options. | 15% DBE, LBE or SBE | 94% DBE/LBE |
| Civic Edge Consulting and Convey, Inc. | On-call Strategic Communications, Media, and Community Relations Professional Services | \$100,000 | 0 | \$100,000 | Competitively bid. First of two renewal options. | 17% DBE | 81% DBE |
| | Total | \$758,333 | (\$33,333) | \$725,000 | | | |



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Memorandum

AGENDA ITEM 3

DATE: September 23, 2021

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 10/19/2021 Board Meeting: Execute Contract Renewals and Options for Various

Annual Professional Services in an Amount Not to Exceed \$725,000

| RECOMMENDATION □ Information ☒ Action | \square Fund Allocation | |
|--|---|--|
| Execute contract renewals and options for various annual | ☐ Fund Programming | |
| professional services in an amount not to exceed \$725,000: | \square Policy/Legislation | |
| On-call Legal Counsel: Meyers Nave; Nossaman LLP; and | ☐ Plan/Study | |
| Wendel Rosen LLP (\$325,000) Computer Network and Maintenance: SPTJ Consulting (\$300,000) | ☐ Capital Project Oversight/Delivery | |
| On-call Strategic Communications, Media, and | ☐ Budget/Finance | |
| Community Relations: Civic Edge Consulting and Convey, Inc. (\$100,000) | ⊠ Contract/Agreement | |
| Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions. | □ Other: | |
| SUMMARY | | |
| We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent inhouse staff. The purpose of this memo is to present the annual contract renewals and options for Fiscal Year (FY) 2021/22 and to seek approval. Attachment 1 provides summary information for the proposed contract options with brief descriptions of the recommended services and amounts in the memo below. | | |

BACKGROUND

We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include computer network services, general legal counsel services, and on-call strategic communications, media and community relations professional services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.



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DISCUSSION

Attachment 1 provides summary information for the proposed contract options. Below are brief descriptions of the recommended services and amounts.

Meyers Nave; Nossaman LLP; and Wendel Rosen LLP

\$325,000

We maintain a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. In July 2019, through Resolution 20-07 and based on the results of a competitive process, we awarded three-year professional services contracts to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Wendel Rosen LLP (formerly Wendel, Rosen, Black, & Dean LLP), with an option to extend for two additional one-year periods, in a combined amount not to exceed \$1,000,000, for on-call general legal counsel services. The proposed action will exercise the first of two options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to the legal teams.

SPTJ Consulting \$300,000

SPTJ Consulting provides information technology support services of our computer hardware and software, office networking equipment, telecommunications systems, servers, and disaster recovery preparation. On November 27, 2018, through Resolution 19-26, we awarded a two-year consultant contract, with options to extend for three additional one-year periods to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services. On September 22, 2020, through Resolution 21-12, we approved the first contract option in an amount not to exceed \$325,000, for a total contract amount not to exceed \$805,000. During FY 2021/22 and due to COVID-19, we anticipate the need to maintain technology support for the production of virtual Board and/or Committee meetings and for the reopening of our physical office. The proposed action will exercise the second of three renewal options.

Civic Edge Consulting and Convey, Inc.

\$100,000

We regularly communicate with the public, the media, policymakers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters. In February 2019, through Resolution 19-37 and based on the results of a competitive process, we awarded three-year consultant contracts to Civic Edge Consulting and Convey, Inc., with an option to extend for two additional one-year periods, in a combined amount not to exceed \$300,000, for on-call strategic communications, media, and community relations professional services. Since then, the consultant teams have provided support for project-specific communications needs, assisted with development of a contacts database management system, assisted in the development of a project highlighting the half-cent sales tax, and helped hone messaging on assorted agency-wide efforts. For the upcoming year, we forecast continuous need for assistance with strategic communications, media relations and outreach related to various projects. The proposed action will exercise the first of two options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to both consultant teams.



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FINANCIAL IMPACT

The adopted Fiscal Year 2021/22 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts. The proposed contracts will be funded by a combination of federal and state grants, and Prop K funds.

CAC POSITION

The Community Advisory Committee considered this item at its September 22, 2021 meeting, and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 Proposed Professional Services Expenditures
- Attachment 2 Task Order Assignments

Attachment 2

General Legal Counsel Services Assigned Task Orders (2019 to 2021)

| Legal Firm | Task Order Description | Amount |
|---|---|-----------|
| | General Legal Services ¹ | \$225,000 |
| | California Public Records Act | \$81,841 |
| | Downtown Extension | \$50,000 |
| Nossaman LLP | Sales Tax Reauthorization | \$40,000 |
| | Federal Legislative Services | \$25,000 |
| | Streets and Freeways Corridor Study | \$9,386 |
| | Yerba Buena Island Southgate Road Realignment | \$4,680 |
| Total Task Orders Awarded to Nossaman LLP | | \$435,907 |
| | Yerba Buena Island Southgate Road Realignment | \$100,000 |
| Wendel Rosen LLP | Yerba Buena Island West-side Bridges | \$25,000 |
| | General Legal Services ¹ | \$25,000 |
| Total Task Orders Awa | rded to Wendel Rosen LLP | \$150,000 |
| Meyers Nave | General Legal Services ¹ | \$100,000 |
| Total Task Orders Awa | \$100,000 | |
| Total Task Orders Awa | \$685,907 | |
| Total Contract Amount | \$1,000,000 | |

¹ General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate task orders.

Attachment 2

On-Call Strategic Communications, Media and Community Relations Services Assigned Task Orders (2019 to 2021)

| Prime Consultant | Task Order Description | Amount | |
|---|--|-----------|--|
| | Overall Communications ² | \$49,985 | |
| Civic Edge Consulting | Outreach Guidelines | \$44,169 | |
| | Outreach Services for the Pennsylvania Avenue Extension Study | \$25,000 | |
| Total Task Orders Awarded to Civic Edge Consulting | | | |
| | Overall Communications ² | \$49,370 | |
| Canyou Inc | 30th Anniversary of the Transportation Authority | \$36,265 | |
| Convey, Inc. | Staff Survey | \$17,000 | |
| | EnviroLytical Contacts Database | \$12,629 | |
| Total Task Orders Awarded to Convey, Inc. | | \$115,264 | |
| Total Task Orders Awarded to Date | | | |
| Total Amount Awarded to Disadvantaged Business Enterprise Firms (81%) | | | |
| Total Contract Amount | | | |

² Overall communications encompass activities such as overall image development and branding of the Transportation Authority and creating communication materials, including translating documents to comply with Title VI requirements. In addition, consultant teams monitor legislative, community and media activity for various Transportation Authority projects and provide comprehensive support services for Transportation Authority initiatives not covered by separate task orders.



RESOLUTION ADOPTING THE 2021 PROP K STRATEGIC PLAN AND AMENDING 11 5-YEAR PRIORITIZATION PROGRAMS

WHEREAS, In November 2003, the voters of the City and County of San Francisco approved an extension to the half-cent sales tax for transportation and a new 30-year Expenditure Plan specifying the use of those funds; and

WHEREAS, The Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectation for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial tool that guides the timing of allocation of Prop K revenues, establishes policies for administration of the program, provides guidance for long-term debt needs, and gives project sponsors a sense of certainty about when they can expect Prop K revenues to be available for their projects; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) for each of the Prop K programmatic categories in 2005 and updates to these documents in 2009, 2014, and 2019; and

WHEREAS, The Transportation Authority typically updates the Prop K Strategic Plan every 5 years, but has undertaken a mid-cycle update because of the negative impacts that the COVID-19 pandemic has had on San Francisco's sales tax revenues with the intent of ensuring that the Transportation Authority can meet its existing financial obligations and support new sales tax allocations going forward; and

WHEREAS, Transportation Authority staff developed a revised 30-year Prop K sales tax revenue projection totaling \$3.170 billion which is 3.9% or \$129 million less than the revenue projection approved in the 2019 Strategic Plan; and

WHEREAS, Staff updated actual revenues and expenditures, including interest earned and financing costs, and released annual capital reserves for the several years elapsed since the 2019 Strategic Plan was adopted, which helped to mitigate lower revenue projections; and



WHEREAS, To further reduce the impact of lower revenue projections, staff worked closely with project sponsors to update cash reimbursement schedules based on current project delivery schedules for existing grants and for projects with programmed but unallocated funds; and

WHEREAS, As a result of the aforementioned changes, the net impact on funds available for projects was only \$20 million compared to the \$129 million reduction in revenues over the 30-year plan period; and

WHEREAS, The 2021 Strategic Plan includes \$2.519 billion in total funds available for projects over the 30-year Expenditure Plan period, and the plan conservatively estimates a total long-term debt need of \$620 million, resulting in a 2% reduction in financing costs as a percentage of total funds available compared to the 2019 Strategic Plan (down from \$322 million to \$274 million) (Attachment 1, slide 9); and

WHEREAS, Transportation Authority staff has not recommended any revisions to the 2019 Strategic Plan policies; and

WHEREAS, For this mid-cycle Strategic Plan update, staff worked with project sponsors to propose a minor, targeted programming update to reflect current project priorities and to position projects for discretionary funding; and

WHEREAS, The proposed programming changes required amendments to 11 5-Year Prioritization Programs (5YPPS), including Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network; BART Station Access, Safety and Capacity; Other Transit Enhancements; Vehicles-Muni; Facilities-Muni; Guideways-BART; Guideways-Muni; Visitacion Valley Watershed; New Signals & Signs; Signals & Signs; and Street Resurfacing; and

WHEREAS, Attachment 2 summarizes the proposed 2021 Strategic Plan changes by Expenditure Plan line item and Enclosure 1 details the proposed 5YPP amendments along with project information sheets with high level scope, schedule, cost and funding plan for new or revised projects; and

WHEREAS, The proposed 2021 Strategic Plan programming and cash flow information for each of the Expenditure Plan line items is shown in Attachments 3 and 4, respectively; and

WHEREAS, At its October 27, 2021 meeting, the Community Advisory Committee reviewed and unanimously adopted a motion of support for the adoption of the 2021 Strategic Plan and 11 5YPPs as recommended by staff; now, therefore be it

RESOLVED, That the Transportation Authority herby adopts the 2021 Prop K Strategic Plan and amends 11 5YPPs as shown in Enclosure 1; and be it further

RESOLVED, That the Executive Director shall publish the 2021 Prop K Strategic Plan and the 11 amended 5YPPs and make them available on the agency's website.

Attachments:

- 1. 2021 Prop K Strategic Plan Presentation
- 2. 2021 Prop K Strategic Plan: Summary of Changes by Expenditure Plan Line item
- 3. 2021 Prop K Strategic Plan: Programming and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- 4. 2021 Prop K Strategic Plan: Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Enclosure 1: Proposed 5YPP Amendments and Project Information Forms (11 5YPPs)

Adopt 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs



Prop K Expenditure Plan

What does it do?

- Identifies eligible project types
- Identifies eligible project sponsors
- Sets maximum amount of sales tax funding for each program/project
- Allows for financing
- Establishes other administration requirements

In 2003, nearly 75% of SF votes approved the Prop K Expenditure Plan and extended the existing half-cent sales tax to fund the plan investments.



Prop K Expenditure Plan

Other administration requirements include:

- Development of a Strategic Plan, a 30-year financial plan for the sales tax
- Prioritization process for programmatic categories to identify projects to fund (i.e. 5-Year Prioritization Programs or 5YPPS)



Prop K Strategic Plan

The Strategic Plan is the primary tool that guides the implementation of 30-year Expenditure Plan

Specifically, the Strategic Plan

- Establishes policies for administration of program
- Forecasts sales tax revenue over 30 years
- Assigns Prop K funds to programs and projects by fiscal year
- Forecasts expenditures by fiscal year
- Estimates financing needs



It is typically updated every 5 years along with 5YPP updates

2021 Strategic Plan Mid-Cycle Update

Why Now?

- ✓ Respond to the COVID-19 pandemic and its impacts to sales tax revenue
- √ Bridge to reauthorization for programs running out of funds
- ✓ Minor, targeted programming refresh to reflect current project priorities and to position projects for discretionary funding



2021 Strategic Plan Update

This is not a full update, but a targeted effort to:

- Update our sales tax revenue projections
- "True-up" of revenues, expenditures, and financing costs based on actuals for FYs 2018/19 - 2020/21
- Update cash reimbursement schedules based on updated project delivery schedules, etc.
- Update programming for current priorities
- Does not include: changes to Strategic Plan policies or full 5YPP updates



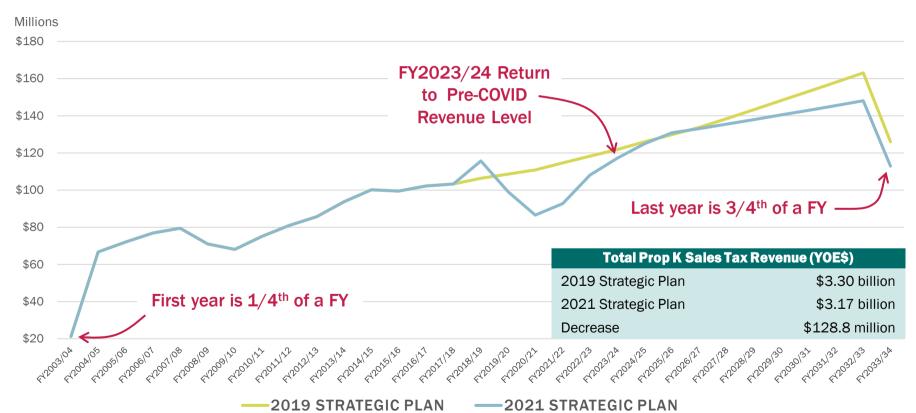
30-Year Revenue Projections (YOE\$s)



| ITEM | 2019 STRATEGIC PLAN | 2021 STRATEGIC PLAN |
|--|---------------------|---------------------|
| Total Sales Tax Revenues | \$3.3B | \$3.17B |
| Difference (\$) from 2019 Strategic Plan | - | -\$128.8M |
| Difference (%) from 2019 Strategic Plan | - | -3.9% |
| Current 5-Year Period (19/20-23/24) Revenues | \$575M | \$504M |
| Difference (\$) from 2019 Strategic Plan | - | -\$71M |
| Difference (%) from 2019 Strategic Plan | - | -12.3% |
| Average Growth Rate (03/04 - 33/34) | 3.3% | 3.1% |
| Return to FY18/19 Level (~\$115M) | - | FY2023/24 |

30-Year Revenue Projections (YOE\$s)





30-Year Revenues and Expenditures Comparison



| REVENUES (IN MILLIONS YOE\$) | 2021 STRATEGIC PLAN | 2019 STRATEGIC PLAN | CHANGE |
|--|---------------------|---------------------|---------|
| Sales Tax Revenue | 3,169.9 | 3,298.7 | (128.8) |
| Investment Income | 54.0 | 45.7 | 8.3 |
| Exchanges & Loans | 184.1 | 19.6 | 164.5 |
| Long Term Bond Proceeds | 618.4 | 718.6 | (100.2) |
| TOTAL | 4,026.3 | 4,082.5 | (56.2) |
| | | | |
| EXPENDITURES (IN MILLIONS YOE\$) | 2021 STRATEGIC PLAN | 2019 STRATEGIC PLAN | CHANGE |
| Planning, Programming, Project Delivery Oversight, & Admir | 188.2 | 194.4 | (6.2) |
| Exchanges & Loans | 183.5 | 19.0 | 164.5 |
| Funds Available for Projects | 2,520.0 | 2,540.3 | (20.3) |
| Financing Costs | 273.9 | 322.2 | (48.3) |
| Capital Reserve | 242.3 | 288.0 | (45.6) |
| Long Term Bond Debt Service | 618.4 | 718.6 | (100.2) |
| TOTAL | 4,026.3 | 4,082.5 | (56.2) |

Note: Amounts may change slightly as we finalize the draft 2021 Strategic Plan.

Increased Funding for Projects





- Paratransit Operations
 - Increase from \$10.1M to \$13.3M annually for next 3 fiscal years, bridging to reauthorization
- Muni Vehicle Mid-life Overhauls
 - Increase from ~\$2M to \$14.3M to support Muni reliability
- Traffic Signal Upgrades Contract 35
 - \$5.35M to fully fund construction phase
- Muni Metro East Expansion
 - \$4.2M to fund construction of interim facility

Increased Funding for Projects

- Application-Based Traffic Calming Program
 - \$900K to support increased demands on the program
- BART Priorities
 - Funding for increased scope, including \$500,000 for Elevator Renovation, \$400,000 for Accessibility Programs, \$1.27M for Tunnel Waterproofing



- Sunset Boulevard Pavement Renovation
 - \$100K to fully fund construction phase

Advanced Funding for Projects









- Downtown Rail Extension
 - \$19.5M for time sensitive project development activities
- New Signals Contract 66
 - \$3.45M to fully fund construction phase
 - Fills funding gap due to lower than anticipated TNC tax revenues

^{*}Also advanced funds for paratransit. See Increased Funding for Projects slide.



Added New Projects

- Muni Communications Based Train Control
 - \$18.85M to support a ~\$300M effort systemwide to improve transit reliability; complements state funds recently approved by the Board
- Muni Forward projects
 - \$17M for 5 Fulton, 30 Stockton, 14 Downtown Mission
 - \$3.18M for Muni Forward projects; allocation conditioned upon SFMTA providing update on next set of projects
- West Side Rail
 - \$3.5M for SFMTA and TA development of a Geary-19th Avenue corridor rail strategy



Added New Projects



- Candlestick Active Mobility & Transit Crossing
 - \$1.26M for environmental phase of eastern segment of Geneva Harney Bus Rapid Transit
- Transit Enhancements
 - \$2.75M for to-be-identified projects; SFMTA, BART, and Caltrain are eligible for these funds
- Mission Geneva Pavement Renovation
 - \$1.1M to complement Prop AA funds to fully fund construction phase

- San Francisco
 County Transportation
 Authority
- Junipero Serra Pavement Renovation
 - \$4.4M to fully fund construction phase

Thank you



| EP No. | EP Line Item | Description of Changes | Last Year of Funding in 2019 SP | Last Year of Funding in 2021 SP |
|-----------|--|---|---------------------------------------|---------------------------------------|
| 1 | Bus Rapid Transit/Muni Metro Network | 5YPP Amendment to reprogram \$20.1M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) and \$93,049 in deobligated funds from projects completed under budget, to four MuniForward projects in FY2021/22: 5-Fulton Transit Improvements, 14-Downtown Mission Transit Improvements, 30-Stockton Transit Improvements, and a MuniForward Placeholder. The proposed amendment would leave \$10M in Prop K funds programmed for the Geary Boulevard Improvement Project. The SFMTA is requesting to update the scope of the project to a side-running alignment, which has a lower cost than the centerrunning BRT alignment. The reduction in Prop K funds is commensurate with the reduced project cost. See enclosed Project Information Forms for details. | FY2021/22 | FY2022/23 |
| 2 | Third Street Light Rail (Phase 1) | | FY2023/24 | FY2023/24 |
| 3 | Central Subway (Third Street Light Rail Phase 2) | | FY2018/19 | FY2018/19 |
| 4 | Geary Light Rail | | Priority 3 Funds Only | Priority 3 Funds Only |
| 5 | Downtown Extension to a Rebuilt Transbay Terminal | Advancing funds from the outyears to FY2021/22 - 2023/24 to make \$19.5M available to support time sensitive project development activities. Includes \$16.7M for Downtown Extension while the project seeks entry into the FTA Capital Investment Grant program, \$500,000 for 4th/King Street Station Railyards planning and oversight, and \$2.5M in planning funds for Pennsylvania Avenue Extension. | 2033/34 | FY2023/24 |
| 6 | Electrification | | FY2016/17 | FY2016/17 |
| 7 | Capital Improvement Program | | FY2020/21 | FY2021/22 |
| 8 | BART Station Access, Safety and Capacity | 5YPP Amendment to reprogram \$400,000 from BART Station Wayfinding to the construction phase of the BART Accessibility Improvement Program in FY2021/22, increasing Prop K funds to \$1.1M for construction and allowing BART to increase the scope of the project. See enclosed Project Information Form for details. BART Station Wayfinding work in San Francisco includes wayfinding signage at the Glen Park station, which was listed on the National Register of Historic Places in 2019. BART anticipates additional time will be needed to implement wayfinding work at the station to comply with potential National Register requirements. | FY2028/29 | FY2027/28 |
| 9 | Ferry | | FY2027/28 | FY2023/24 |

| EP No. | EP Line Item | Description of Changes | Last Year of Funding in 2019 SP | Last Year of Funding in 2021 SP |
|-----------|--|--|---------------------------------------|---------------------------------------|
| 10 | Lines/Motor Coach | | FY2032/33 | FY2031/32 |
| 11 | F-Line Extension to Fort Mason | | FY2032/33 | FY2031/32 |
| 12 | Purchase/Rehab Historic Street Cars | | FY2031/32 | FY2029/30 |
| 13 | Balboa Park BART/MUNI Station Access | | FY2030/31 | FY2029/30 |
| 14 | Relocation of Paul St to Oakdale-Caltrain Station | | FY2032/33 | FY2031/32 |
| 15 | Purchase Additional Light Rail Vehicles | | FY2019/20 | FY2019/20 |
| 16 | Other Transit Enhancements | 5YPP Amendment to reprogram a total of \$3,527,710, including \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, and \$1,778,352 from Muni Subway Expansion (19th Ave M-line) programming, to Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) in Fiscal Years 2021/22 and 2022/23. 5YPP Amendment to reprogram \$2.75M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements Placeholder in FY2022/23. 5YPP Amendment to reprogram \$500,000 from the Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22, increasing Prop K funds to \$1.29M total for construction (including funds programmed in the BART Facility category) and allowing BART to increase the scope of the project. The Market St. /Balboa Park New Elevator Master Plan is going to be a joint study of SFMTA and BART. SFMTA is not able to advance the study at this time due to agency financial constraints, and BART is requesting to reprogram the Prop K funds to shovel-ready elevator renovations. See enclosed Project Information Forms for details. | FY2021/22 | FY2021/22 |
| 17B | New and Renovated Vehicles BART | | FY2032/33 | FY2031/32 |
| 17M | New and Renovated Vehicles MUNI | 5YPP Amendment to reprogram \$12,309,576 in funds deobligated from projects completed under budget to the Mid-Life Overhauls Placeholder, increasing placeholder funds from \$2,035,607 to \$14,345,183 in FY2021/22. See enclosed Project Information Form for details. | FY2020/21 | FY2022/23 |

| EP No. | EP Line Item | Description of Changes | Last Year of Funding in 2019 SP | Last Year of Funding in 2021 SP |
|-----------|--|--|---------------------------------------|---------------------------------------|
| 17P | New and Renovated Vehicles Caltrain | | FY2020/21 | FY2021/22 |
| 17U | New and Renovated Vehicles Discretionary | | FY2019/20 | FY2019/20 |
| 18 | Trolleybus wheelchair-lift O&M | | Completed | Completed |
| 19 | F-Line O&M | | Completed | Completed |
| 20B | Rehab/Upgrades Existing facilities-BART | | FY2032/33 | FY2030/31 |
| 20M | Rehab/Upgrades Existing facilities-MUNI | 5YPP Amendment to reprogram \$4,240,948 in funds deobligated from projects completed under budget to the Muni Metro East Expansion project, increasing the Prop K funds from from \$2,800,000 to \$7,040,948 in FYs 2021/22 and 2022/23. See enclosed Project Information Form for details. | FY2022/23 | FY2022/23 |
| 20P | Rehab/Upgrades Existing facilities-Caltrain | | FY2020/21 | FY2021/22 |
| 20U | Rehab/Upgrades Existing facilities-Discretionary | | FY2032/33 | FY2031/32 |
| 21 | Muni MMX O&M | | Completed | Completed |
| 22B | Guideways-BART | 5YPP Amendment to reprogram a total of \$1,269,471, including \$1.2M in funds from Traction Power Substation Replacement construction and \$69,471 in funds deobligated from projects completed under budget, to the Tunnel Waterproofing M Line project in FY2021/22. See enclosed Project Information Form for details. The Traction Power Substation Replacement project would retain \$1.5M in Prop K funds for design in FY2021/22. The construction phase will be funded by non-Prop K sources. | FY2032/33 | FY2031/32 |
| 22M | Guideways-MUNI | 5YPP Amendment to reprogram a total of \$18,850,785, including \$6,452,901 in deobligated funds from projects completed under budget and \$12,397,884 from multiple project placeholders to the planning phase of Communications Based Train Control in FY2021/22. See enclosed Project Information Form for details. Some of the projects for which these placeholder funds were intended were done inhouse with non-Prop K funds. Also, priority was reduced for several traction power projects, and SFMTA has not identified new cable car infrastructure projects to advance with these funds. | FY2031/32 | FY2030/31 |

| EP No. | EP Line Item | Description of Changes | Last Year of Funding in 2019 SP | Last Year of Funding in 2021 SP |
|-----------|---|---|---------------------------------------|---------------------------------------|
| 22P | Guideways-Caltrain | | FY2021/22 | FY2021/22 |
| 22U | Guideways-Discretionary | | FY2031/32 | FY2030/31 |
| 23 | Paratransit | Reprogram \$6,372,336 in deobligated funds and advance \$2,948,634 from outyears to FYs 2022/23 - 2024/25 to increase programming from \$10.1M to \$13.3M for the next three fiscals years to provide near-term funding stability for the paratransit program. | FY2025/26 | FY2024/25 |
| 24 | Golden Gate Bridge South Access (Doyle Drive) | | FY2017/18 | FY2017/18 |
| 25 | Bernal Heights Street System Upgrading | | Completed | Completed |
| 26 | Great Highway Erosion Repair | Reprogram \$1,339,769 from projects completed under budget to the Great Highway Roadway Improvements placeholder in FY2025/26. See enclosed Project Information Form for details. | FY2019/20 | FY2025/26 |
| 27 | Visitacion Valley Watershed | 5YPP Amendment to reprogram \$1,260,728 in deobligated funds from the Geneva-Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, to the Candlestick Active Mobility & Transit Crossing project. See enclosed Project Information Form for details. | FY2032/33 | FY2031/32 |
| 28 | Illinois Street Bridge | | Completed | Completed |
| 29 | Golden Gate Park/SR1Traffic Study | | Completed | Completed |
| 30 | Other Upgrades to Major Arterials | | FY2020/21 | FY2021/22 |
| 31 | New Signals and Signs | Advancing funds to FY2022/23 to make an additional \$3.45M available to fully fund New Signal Contract 66 construction. This would increase programming to \$6.75M and fill a gap in the funding plan due to lower than anticipated TNC Tax revenues. See enclosed Project Information Form for details. | FY2032/33 | FY2028/29 |
| 32 | Advanced Technology and Information Systems (SFgo) | | FY2032/33 | FY2031/32 |

| EP No. | EP Line Item | Description of Changes | Last Year of Funding in 2019 SP | Last Year of Funding in 2021 SP |
|-----------|---|---|---------------------------------------|---------------------------------------|
| 33 | Signals and Signs | 5YPP Amendment to reprogram a total of \$5,345,910, including \$997,819 in funds deobligated from projects completed under budget and reprogram a total of \$4,348,09 from multiple project placeholders (see below) to the Traffic Signal Upgrade Contract 35, increasing the Prop K funds from \$1,758,000 to \$7,103,910. See enclosed Project Information Form for details. The funds will be reprogrammed from the following project placeholders: Traffic Signal Conduits (City Coordination Opportunities) in FYs 2020/21 and 2021/22 which did not advance as anticipated due to limited coordination opportunities with repaving projects; Traffic Sign Replacement in FYs 2020/21 and 2021/22 which are delayed due to the COVID-19 pandemic; and 3rd Street Traffic Detection Phase 3 and a portion of the Contract 36 construction funds, both of which will be funded by non-Prop K sources. | FY2032/33 | FY2031/32 |
| 34 | Street Resurfacing, Rehabilitation, and Maintenance | 5YPP amendment as follows: -add Junipero Serra Blvd Pavement Renovation with \$4,397,129 for construction in FY2021/22. Funding available from \$1,397,129 in funds reprogrammed from 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation which cost less than anticipated, \$2,927,331 reprogrammed from Claremont, Juanita, and Yerba Buena Pavement Renovation which will proceed in Spring 2022 with non-Prop K sources (e.g. gas tax or general obligation bond funds), and \$72,669 from McAllister St, 20th St, and 24th St Pavement (see below) -add Mission St and Geneva Ave Improvement Project and reprogram \$1,093,827 in funds deobligated from projects completed under budget to the project's construction phase in FY2021/22 -delay Sunset Blvd Pavement Renovation from FY2021/22 to FY2022/23 and slightly increase funding from \$3M to \$3.1M with \$100,000 reprogrammed from McAllister, 20th St, and 24th St Pavement Renovation -delay McAllister St, 20th St, and 24th St Pavement Renovation from FY 2022/23 to 2023/24 and slightly reduce funding to \$2,927,331 (a decrease of \$172,669). Project remains fully funded. See enclosed Project Information Forms for details. | FY2029/30 | FY2028/29 |
| 35 | Street Repair and Cleaning Equipment | | FY2032/33 | FY2031/32 |
| 36 | Embarcadero Roadway Incremental O&M | | Completed | Completed |
| 37 | Pedestrian and Bicycle Facility Maintenance | | FY2032/33 | FY2030/31 |

| EP No. | EP Line Item | Description of Changes | Last Year of Funding in 2019 SP | Last Year of Funding in 2021 SP |
|-----------|---|---|---------------------------------------|---------------------------------------|
| 38 | Traffic Calming | 5YPP Amendment to reprogram \$898,360 in funds deobligated from projects completed under budget to the Application Based Traffic Calming Program, increasing the Prop K funds from from \$1,200,000 to \$2,098,360 in FY2022/23 to meet increased demands on the program. See enclosed Project Information Form for details. | FY2025/26 | FY2023/24 |
| 39 | Bicycle Circulation and Safety | | FY2025/26 | FY2023/24 |
| 40 | Pedestrian Circulation and Safety | | FY2027/28 | FY2026/27 |
| 41 | Curb Ramps | | FY2032/33 | FY2031/32 |
| 42 | Tree Planting and Maintenance | | FY2032/33 | FY2031/32 |
| 43 | Transportation Demand Management / Parking Management | | FY2028/29 | FY2027/28 |
| 44 | Transportation/Land Use Coordination | | FY2027/28 | FY2025/26 |

 $^{^{1}}$ Updates to programming and cash flow schedules resulting in slower reimbursement are not reflected here.

² 2021 Strategic Plan Update has resulted in eliminating the last year(s) of funding for certain categories due to the impacts of lower revenues over the 30-year plan period.

| EP Li | ine Item | Total Available Fund | Percent of Available ds Funds Spent on Financing | Total Programming & | Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY2018/19 |
|--------------------|--|----------------------|--|--|--|----------------------|------------|-----------------------|-------------------------------|-------------------|--------------|------------|---|---------------------------------------|---------------------------------------|----------------|--------------------------------------|---|--------------------------------------|----------------------------------|-----------|
| 1 Bus R | Rapid Transit/Muni Metro Network | \$ 115,712,82 | 6 6.83% | Programming \$ Finance Costs \$ | 101,488,213 \$ 7,900,052 \$ | 600,000 \$ | 381,904 | \$ - | \$ - \$ | - \$ | - \$ | - | \$ 5,526,515 \$ \$ - \$ | 42,179 \$ | - \$ | - | \$ - | \$ - \$ | 22,306,288 \$ | - | \$ - |
| | | | | Total \$ Programming \$ | 109,388,266 \$ 96,152,085 \$ | | | \$ 848,211 | | | | | \$ 5,526,515 \$ | 42,179 \$ | | 16,123,598 | | \$ 2,029,582 \$ | 22,306,288 \$ | - | \$ 5,492, |
| 2 Third | d Street Light Rail (Phase 1) | \$ 96,852,08 | 5 0.00% | Finance Costs \$ Total \$ | - \$ 96,152,085 \$ | - \$ - \$ | 74,849,985 | \$ - \$ 10,610,708 | \$ - \$ \$ 5,071,000 \$ | • | | | \$ - \$ \$ - \$ | | | - | - | \$ - \$ \$ 2,029,582 \$ | | | 1 |
| 3 Centr Phase | rral Subway (Third Street Light Rail e 2) | \$ 126,000,00 | 0.00% | Programming \$ Finance Costs \$ Total \$ | 126,000,000 \$ - \$ 126,000,000 \$ | - \$ | - - | \$ - | \$ - \$ \$ - \$ \$ - \$ | - \$ | - \$ | • | \$ 15,479,025 \$ \$ - \$ \$ 15,479,025 \$ | - \$ | - \$ | - - - | \$ - | \$ - \$ \$ - \$ \$ - \$ | - \$ | - - - | 1 |
| 4 Geary | y Light Rail | \$ - | | Programming \$ Finance Costs \$ | - \$ - \$ | - \$ | | \$ - | \$ - \$ \$ - \$ | - \$ | | | \$ - \$ \$ - \$ | | | - | \$ - | \$ - \$ \$ - \$ | - \$ | | • |
| Down | ntown Extension to a Rebuilt | \$ 277,267,52 | 8 14.69% | Programming \$ | 233,436,395 \$ | | 20,350,000 | \$ 12,875,000 | \$ 14,829,000 \$ | 54,402,133 \$ | 8,084,850 \$ | 18,200,000 | \$ (2,501,334) \$ | - \$ | - \$ | | \$ 40,065,950 | \$ 11,100,831 \$ | 5,225,103 \$ | 5,629,859 | \$ 10,27 |
| ⁵ Trans | sbay Terminal | \$ 277,267,32 | 0 14.07/6 | Finance Costs \$ Total \$ | 40,724,814 \$ 274,161,209 \$ | * | 20,350,000 | \$ 14,179,947 | \$ 15,664,336 \$ | - | 8,501,727 \$ | | \$ 697,384 \$ \$ (1,803,950) \$ | • | 247,188 \$ | | \$ 40,393,566 | \$ 11,307,592 \$ | - | 1,001,786 6,631,645 | \$ 12,67 |
| 6 Elect | trification | \$ 23,912,42 | 9 21.30% | Programming \$ Finance Costs \$ Total \$ | 20,900,000 \$ 5,092,794 \$ 25,992,794 \$ | - \$ - \$ | - | \$ - | \$ - \$ \$ - \$ \$ - \$ | - \$ | - \$ | - | \$ - \$ \$ - \$ | | - \$ | - | \$ - | \$ - \$ | 13,053 \$ | 82,471 82,471 | \$ 22 |
| 7 Capit | tal Improvement Program | \$ 23,212,55 | 3 11.33% | Programming \$ Finance Costs \$ Total \$ | 20,100,423 \$ 2,628,837 \$ 22,729,260 \$ | - \$ - \$ - \$ | - | \$ - | \$ - \$ | - \$ | 6,085 \$ | 10,712 | \$ 34,003 \$ | 149,799 \$ 31,427 \$ 181,226 \$ | 149,998 \$ 13,389 \$ 163,387 \$ | 9,711 | \$ 6,813 | \$ 1,114 \$ | - \$ | 1,795,947 17,338 1,813,285 | \$ 8 |
| 8 BART | T Station Access, Safety and Capacity | \$ 10,731,43 | 1 10.10% | Programming \$ Finance Costs \$ | 9,514,960 \$ 1,084,366 \$ | - \$ - \$ | | \$ 2,015,047 \$ - | | - \$ 36,799 \$ | | - 8,085 | \$ 306,953 \$ \$ 11,065 \$ | - \$ 6,135 \$ | - \$ 2,847 \$ | 528,300 999 | | \$ - \$ \$ - \$ | | | 1 . |
| | | | | Total \$ | 10,599,326 \$ 4,733,620 \$ | - \$ - \$ | 8,647 | \$ 27,973 | \$ - \$ | - \$ | - \$ | | \$ - \$ | 6,135 \$ | 1,300,000 \$ | - | | s - s | 1,100,000 \$ | - | \$ 2 |
| 9 Ferry | у | \$ 5,132,42 | 4 7.64% | Finance Costs \$ Total \$ | 391,982 \$ 5,125,602 \$ | - \$ - \$ | 8,647 | \$ 27,973 | | - \$ | - \$ | - | \$ - \$ \$ - \$ | - \$ | | - | \$ - | \$ - \$ \$ - \$ | 1,100,000 \$ | - | - |
| 10 Exten | nsion of Trolleybus Lines/Motor th Conversion | \$ 9,067,53 | 4 0.24% | Programming \$ Finance Costs \$ Total \$ | 8,803,818 \$ 21,944 \$ 8,825,762 \$ | - \$ - \$ - \$ | = | \$ - | \$ - \$ | - \$ | - \$ | - | \$ - \$ \$ - \$ \$ - \$ | | 6,000 \$ - \$ 6,000 \$ | - - - | \$ - | \$ (6,000) \$ \$ - \$ \$ (6,000) \$ | | - - - | • |
| 11 F-Lin | ne Extension to Fort Mason | \$ 4,772,38 | 6 0.91% | Programming \$ Finance Costs \$ Total \$ | 4,634,493 \$ 43,198 \$ 4,677,691 \$ | - \$ - \$ | - | \$ - | \$ - \$ | - \$ | - \$ | - | \$ - \$ | - \$ | - \$ | | \$ - | \$ - \$ | - \$ | | \$ |
| 12 Pu | urchase/Rehab Historic Street Cars | \$ 1,336,26 | 8 4.11% | Programming \$ Finance Costs \$ | 1,222,445 \$ 54,856 \$ | | - | \$ - | | | | | | - \$ | | - | \$ - | | - \$ | - | |
| | | | | Total \$ | 1,277,300 \$ 8,623,524 \$ | - \$ | - | \$ - | \$ - \$ | - \$ | - \$ | - | \$ - \$ | - \$ | - \$ | 99,000 | \$ - | s - s | - \$ | - | \$ 70 |
| 13 Balbo | oa Park BART/MUNI Station Access | \$ 9,277,51 | 5,00% | Finance Costs \$ Total \$ | 464,151 \$ 9,087,676 \$ | - \$ - \$ | - | \$ - | \$ - \$ | - \$ | - \$ | - | \$ - \$ | - \$ | - \$ | - | \$ - \$ 2,523,993 | \$ - \$ | - \$ | - | \$ |
| 14 Reloc Statio | cation of Paul St to Oakdale-Caltrain on | \$ 7,569,00 | 4 0.25% | Programming \$ Finance Costs \$ Total \$ | 7,352,253 \$ 18,740 \$ 7,370,993 \$ | - \$ | - | \$ - | \$ - \$ | - \$ | - \$ | - | \$ - \$ | - \$ | - \$ | - | \$ - | \$ 2,006,350 \$ \$ - \$ \$ 2,006,350 \$ | - \$ | - - - | \$ |
| 15 Purch | hase Additional Light Rail Vehicles | \$ 5,535,96 | 8 13.15% | Programming \$ Finance Costs \$ | 4,694,972 \$ 728,195 \$ | - \$ | - | \$ - | | - \$ | - \$ | - | | - \$ | | - | \$ 4,592,490 | | - \$ | - 9,819 | \$ |
| | | | | Total \$ Programming \$ | 5,423,167 \$ 11,247,658 \$ | - \$ - \$ | ' | \$ 201,354 | \$ - \$ | 192,000 \$ | (184) \$ | - | \$ 3,090,000 \$ | - \$ | | 380,000 | | | 2,514,001 \$ | 9,819 | 1 |
| 16 Other | er Transit Enhancements | \$ 12,599,09 | 9 7.50% | Finance Costs \$ Total \$ | 944,553 \$ 12,192,211 \$ | - \$ - \$ | | \$ - \$ 201,354 | | | | | \$ - \$ \$ 3,090,000 \$ | - \$ - \$ | | 380,000 | - | \$ - \$ \$ (2,253,474) \$ | - \$ 2,514,001 \$ | - | |
| Total | l Transit Enhancements (10-16) | \$ 50,157,77 | 77 4.54% | Programming \$ Finance Costs \$ Total \$ | 46,579,163 \$ 2,275,637 \$ 48,854,799 \$ | - \$ | - | \$ - | \$ - \$ | - \$ | - \$ | • | \$ 3,090,000 \$ \$ - \$ \$ 3,090,000 \$ | - \$ | - \$ | - | \$ 7,205,483 \$ - \$ 7,205,483 | \$ - \$ | 2,624,001 \$ - \$ 2,624,001 \$ | - 9,819 9,819 | |

| EP Line Item | Total Available | Funds Funds Spent on Financing | e Total Programming & | Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY: |
|--|-----------------|--------------------------------|---------------------------------|--------------------------|-------------|---------------------------------------|-----------|-------------------|--------------|-----------|-----------------|------------|--------------|---------------|------------|----------------|------------------------------|---------------|---------------------------|-----|
| | | | Programming \$ | 11,473,228 | \$ - | \$ 5,000 \$ | ; - | \$ - \$ | - \$ | (5,000) | \$ - \$ | ; - | \$ - | \$ - ! | · - | \$ - | \$ - ! | \$ - | \$ - | \$ |
| 7B New and Renovated Vehicles-BART | \$ 11,8 | 6,904 0.24% | Finance Costs \$ | 28,598 | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - \$ | - | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ - | \$ |
| | | | Total \$ | 11,501,826 | \$ - | \$ 5,000 \$ | - | \$ - \$ | - \$ | (5,000) | \$ - 5 | - | \$ - | \$ - ! | - | \$ - | \$ - ! | - | \$ - | \$ |
| | | | Programming \$ | 411,420,695 | \$ - | \$ 28,258,807 \$ | 991,284 | \$ 3,191,271 \$ | 3,821,299 \$ | 4,600,000 | \$ 6,906,267 | | \$ 120,953 | \$ 14,564,466 | 16,384,871 | \$ 76,391,330 | \$ 98,461,781 | \$ 28,577,306 | \$ 35,909,155 | \$ |
| 7M New and Renovated Vehicles-MUNI | \$ 463,17 | 1,264 9.42% | Finance Costs \$ | 43,633,743 | | | - | \$ - \$ | - \$ | - | \$ - 5 | | • | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ - | \$ |
| | | | Total \$ | 455,054,438 | \$ - | \$ 28,258,807 \$ | 991,284 | \$ 3,191,271 \$ | 3,821,299 \$ | 4,600,000 | \$ 6,906,267 | - | \$ 120,953 | \$ 14,564,466 | 16,384,871 | \$ 76,391,330 | \$ 98,461,781 | \$ 28,577,306 | \$ 35,909,155 | \$ |
| | | | Programming \$ | 20,640,763 | \$ - | \$ 58,153 \$ | 393,380 | \$ 295,500 \$ | 814,264 \$ | 406,000 | \$ 1,412,363 | 953,161 | \$ 1,046,505 | \$ 1,000,000 | 1,000,000 | \$ 1,032,481 | \$ 1,673,197 | \$ 2,109,105 | \$ 1,121,269 | \$ |
| 7P New and Renovated Vehicles-Caltrain | \$ 23,63 | 3,808 8.44% | Finance Costs \$ | 1,993,579 | | | | \$ - \$ | - \$ | * | \$ - \$ | | \$ - | \$ - ! | - | \$ - | \$ - ! | • | \$ - | \$ |
| | 1 | | Total \$ | 22,634,342 | \$ - | \$ 58,153 \$ | 393,380 | \$ 295,500 \$ | 814,264 \$ | 406,000 | \$ 1,412,363 | 953,161 | \$ 1,046,505 | \$ 1,000,000 | 1,000,000 | \$ 1,032,481 | \$ 1,673,197 | \$ 2,109,105 | \$ 1,121,269 | \$ |
| New and Renovated Vehicles- | | | Programming \$ | 76,990,293 | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - <u>\$</u> | - | \$ - | \$ - ! | - | \$ 66,444,343 | \$ - ! | \$ - | \$ - | \$ |
| 7U Discretionary | \$ 82,7 | 8,329 17.08% | Finance Costs \$ | 14,126,241 | | | | | | - | \$ - \$ | | | \$ - ! | • | * | * | | • | - |
| | | | Total \$ | 91,116,534 | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - \$ | - | \$ - | \$ - ! | - | \$ 66,444,343 | \$ - ! | \$ - | \$ - | \$ |
| | | | Programming \$ | 520,524,979 | \$ - | \$ 28,321,960 \$ | 1,384,664 | \$ 3,486,771 \$ | 4,635,563 \$ | 5,001,000 | \$ 8,318,630 \$ | 953,161 | \$ 1,167,458 | \$ 15,564,466 | 17,384,871 | \$ 143,868,154 | \$ 100,134,978 | \$ 30,686,411 | \$ 37,030,424 | \$ |
| Vehicles Subtotal | \$ 581,3 | 0,306 10.28% | Finance Costs \$ | 59,782,161 | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - \$ | - | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ - | \$ |
| | | | Total \$ | 580,307,140 | \$ - | \$ 28,321,960 \$ | 1,384,664 | \$ 3,486,771 \$ | 4,635,563 \$ | 5,001,000 | \$ 8,318,630 \$ | 953,161 | \$ 1,167,458 | \$ 15,564,466 | 17,384,871 | \$ 143,868,154 | \$ 100,134,978 | 30,686,411 | \$ 37,030,424 | \$ |
| | | | Programming \$ | 2,448,531 | \$ - | \$ 607,194 \$ | 378,938 | \$ 533,000 \$ | 219,102 \$ | 350,000 | \$ - \$ | 360,297 | \$ - | \$ - ! | · - | \$ - | \$ - ! | ş - | \$ - | \$ |
| 18 Trolleybus wheelchair-lift O&M | \$ 2,5 | 5,844 0.00% | Finance Costs \$ | - ! | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - \$ | - | | \$ - ! | - | \$ - | \$ - ! | \$ - | • | \$ |
| | | | Total \$ | 2,448,531 | \$ - | \$ 607,194 \$ | 378,938 | \$ 533,000 \$ | 219,102 \$ | 350,000 | \$ - \$ | 360,297 | \$ - | \$ - ! | - | \$ - | \$ - ! | - | \$ - | \$ |
| | | | Programming \$ | 5,168,000 | \$ - | \$ 1,240,000 \$ | 1,184,000 | \$ 1,084,000 \$ | 977,000 \$ | 683,000 | \$ - \$ | - | \$ - | \$ - ! | ; - | \$ - | \$ - | \$ - | \$ - | \$ |
| 19 F-Line O&M | \$ 5,08 | 8,090 0.00% | Finance Costs \$ | - ! | • | · · · · · · · · · · · · · · · · · · · | - | \$ - \$ | - \$ | - | \$ - \$ | | | | • | | • | | | |
| | | | Total \$ | 5,168,000 | \$ - | \$ 1,240,000 \$ | 1,184,000 | \$ 1,084,000 \$ | 977,000 \$ | 683,000 | \$ - \$ | - | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ - | \$ |
| | | | Programming \$ | 528,141,510 | \$ - | \$ 30,169,154 \$ | 2,947,602 | \$ 5,103,771 \$ | 5,831,665 \$ | 6,034,000 | \$ 8,318,630 | 1,313,458 | \$ 1,167,458 | \$ 15,564,466 | 17,384,871 | \$ 143,868,154 | \$ 100,134,978 | \$ 30,686,411 | \$ 37,030,424 | \$ |
| Total Vehicles | \$ 588,9 | 4,239 10.15% | Finance Costs \$ | 59,782,161 | \$ - | · · · · · · · · · · · · · · · · · · · | - | \$ - \$ | - \$ | - | \$ - \$ | | \$ - | \$ - ! | - | \$ - | \$ - ! | | \$ - | \$ |
| | | | Total \$ | 587,923,671 | \$ - | \$ 30,169,154 \$ | 2,947,602 | \$ 5,103,771 \$ | 5,831,665 \$ | 6,034,000 | \$ 8,318,630 | 1,313,458 | \$ 1,167,458 | \$ 15,564,466 | 17,384,871 | \$ 143,868,154 | \$ 100,134,978 | \$ 30,686,411 | \$ 37,030,424 | \$ |
| | | | Programming \$ | 1,840,376 | \$ - | \$ - \$ | 383,615 | \$ - \$ | - \$ | - | \$ - 5 | - | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ 110,000 | \$ |
| 20B Rehab/Upgrades Existing facilities-BART | \$ 1,9 | 9,653 3.72% | Finance Costs \$ | 72,878 | | | | | | 1,613 | | | | \$ - ! | | • | • | \$ - | • | - 7 |
| | | | Total \$ | 1,913,254 | \$ - | \$ - \$ | 383,615 | \$ 5,021 \$ | 5,337 \$ | 1,613 | \$ 742 \$ | 675 | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ 110,000 | \$ |
| | | | Programming \$ | 69,161,046 | \$ - | \$ 1,949,581 \$ | - | \$ 364,016 \$ | 227,785 \$ | - | \$ 12,298,331 | 15,172,000 | \$ 2,802,248 | \$ 16,000 | 3,700,000 | \$ 3,800,502 | \$ 3,344,361 | 7,892,800 | \$ 2,006,214 | \$ |
| OM Rehab/Upgrades Existing facilities-MUNI | \$ 79,03 | 9,326 9.84% | Finance Costs \$ | 7,774,557 | | · · · · · · · · · · · · · · · · · · · | - | | - \$ | - | \$ - \$ | | | \$ - ! | - | \$ - | \$ - ! | • | \$ 23,436 | |
| | 1 | | Total \$ | 76,935,603 | \$ - | \$ 1,949,581 \$ | - | \$ 364,016 \$ | 227,785 \$ | - | \$ 12,298,331 | 15,172,000 | \$ 2,802,248 | \$ 16,000 | 3,700,000 | \$ 3,800,502 | \$ 3,344,361 | 7,892,800 | \$ 2,029,650 | \$ |
| | | | Programming \$ | 6,713,001 | \$ - | \$ 933,426 \$ | 1,444,772 | \$ 166,667 \$ | 365,196 \$ | 530,178 | \$ - \$ | 160,000 | \$ - | \$ - ! | (1) | \$ 210,531 | \$ 490,989 | \$ 436,462 | \$ 406,296 | \$ |
| OP Rehab/Upgrades Existing facilities-Caltra | in \$ 7,94 | 3,592 12.68% | Finance Costs \$ | 1,007,433 | | | - | \$ - \$ | 42,592 \$ | 19,368 | \$ 14,470 \$ | | | | | | | | | |
| | | | Total \$ | 7,720,434 | \$ - | \$ 933,426 \$ | 1,444,772 | \$ 166,667 \$ | 407,788 \$ | 549,546 | \$ 14,470 \$ | 189,295 | \$ 24,661 | \$ 10,273 | 8,090 | \$ 217,776 | \$ 493,733 | 439,208 | \$ 417,017 | \$ |
| Rehab/Upgrades Existing facilities- | | | Programming \$ | 9,535,988 | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - \$ | - | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | ş - | \$ |
| Discretionary | \$ 9,85 | 6,587 0.97% | Finance Costs \$ | 95,744 | | · · · · · · · · · · · · · · · · · · · | | \$ - \$ | - \$ | • | \$ - \$ | | | \$ - ! | - | \$ - | * | • | \$ - | \$ |
| | 1 | | Total \$ | 9,631,733 | \$ - | \$ - \$ | - | \$ - \$ | - \$ | - | \$ - \$ | - | \$ - | \$ - ! | - | \$ - | \$ - ! | \$ - | \$ - | \$ |
| | | | Programming \$ | 87,250,411 | \$ - | \$ 2,883,007 \$ | 1,828,387 | \$ 530,683 \$ | 592,981 \$ | | \$ 12,298,331 | | | | 3,699,999 | \$ 4,011,033 | \$ 3,835,350 | \$ 8,329,262 | \$ 2,522,510 | \$ |
| Facilities Subtotal | \$ 98,7 | 9,157 9.06% | Finance Costs \$ | 8,950,612 | | \$ - \$ | | Ţ 5,02. Ţ | 47,929 \$ | 20,980 | \$ 15,211 \$ | 29,970 | \$ 24,661 | \$ 10,273 | | | | | \$ 34,158 | _ |
| | | | Total \$ | 96,201,024 | \$ - | \$ 2,883,007 \$ | 1,828,387 | \$ 535,704 \$ | 640,910 \$ | 551,159 | \$ 12,313,542 | 15,361,970 | \$ 2,826,908 | \$ 26,273 | 3,708,090 | \$ 4,018,278 | \$ 3,838,095 | 8,332,008 | \$ 2,556,668 | \$ |
| | | | Programming \$ | 16,781,000 | \$ - | \$ 4,000,000 \$ | 3,819,000 | \$ 3,497,000 \$ | 3,151,000 \$ | 2,314,000 | \$ - \$ | | \$ - | \$ - ! | | \$ - | \$ - ! | \$ - | \$ - | \$ |
| 21 Muni MMX O&M | \$ 16,5 | 8,835 0.00% | Finance Costs \$ | - ! | | | | \$ - \$ | | | | | | | | | | | | |
| | | | Total \$ | 16,781,000 | \$ - | \$ 4,000,000 \$ | 3,819,000 | \$ 3,497,000 \$ | 3,151,000 \$ | 2,314,000 | \$ - \$ | - | \$ - | \$ - ! | - | \$ - | \$ - | \$ - | \$ - | \$ |
| | | | | | | | | | | | | | | | | | | | | |
| | | | Programming ¢ | 104.031 411 | s - | \$ 6,883,007 | 5.647 387 | \$ 4.027 683 | 3.743 981 \$ | 2.844 178 | \$ 12,298 331 | 15.332 000 | \$ 2,802 248 | \$ 16,000 | 3,699 999 | \$ 4,011,033 | \$ 3,835,350 | 8.329 262 | \$ 2,522,510 | S |
| Total Facilities | \$ 115,3 | 7,992 7.76% | Programming \$ Finance Costs \$ | 104,031,411 8,950,612 | | \$ 6,883,007 \$ \$ - \$ | | | | | | | | | | | \$ 3,835,350 S \$ 2,744 S | | \$ 2,522,510 \$ 34,158 | |

| | | | | Attachment 3.110gramming and 1 mance costs by Experiment 1 and Emerican (102 v s) | | | | | | | | | , | | | | | | | | |
|-------------|--|-----------------------|---|---|---|----------------|---|-------------------------|---|------------------------------------|-------------------------------------|------------------------|---|----------------------------------|-----------------------------|-----------------------|------------------------------------|------------------------|---|------------------------------------|---------------|
| EP No. | EP Line Item | Total Available Funds | Percent of Available Funds Spent on Financing | Total Programming & | Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 FY | /2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY2018 |
| 22B | Guideways-BART | \$ 7,189,988 | 1.34% | Programming \$ Finance Costs \$ | 7,014,003 \$ 96,505 \$ | - | \$ 12,500 \$ \$ - \$ \$ 12,500 \$ | - | \$ - \$ | - | \$ (12,500) \$ \$ - \$ | - | \$ 1,241,000 \$ \$ - \$ \$ 1,241,000 \$ | - \$ - \$ | - \$ | - - - | \$ - \$ | 160,000 | \$ - \$ | - | \$ |
| 22M | Guideways-MUNI | \$ 286,161,526 | 3.59% | Programming \$ Finance Costs \$ | 7,110,508 \$ 272,820,808 \$ 10,269,108 \$ | - | \$ 5,266,194 \$ | | \$ 3,297,439 \$ \$ - \$ | 5,108,354 | | + | \$ 910,054 \$ | 21,089,315 \$ | (639,240) \$ | (4,774,698) | \$ - 5 | | \$ 15,459,613 \$ | | |
| | | 1. | | Total \$ Programming \$ | 283,089,916 \$ 25,136,242 \$ | _ | | 863,317 | | 5,108,354 295,000 | \$ 565,990 \$ | 653,333 | \$ 1,853,295 \$ | 21,089,315 \$ | , | | | | \$ 15,459,613 \$ \$ \$ 1,358,704 \$ | 1,078,631 | \$ |
| 22P | Guideways-Caltrain | \$ 28,657,238 | 9.60% | Finance Costs \$ Total \$ | 2,751,715 \$ 27,887,957 \$ | - | | | \$ 434,465 \$ | 295,000 | | 653,333 | \$ - \$ \$ 1,853,295 \$ | | | - 1,813,328 | \$ - \$ | 1,398,240 | \$ - \$ \$ 1,358,704 \$ | 3,419 1,082,050 | \$ |
| 22U | Guideways-Discretionary | \$ 35,744,512 | 4.15% | Programming \$ Finance Costs \$ Total \$ | 33,986,342 \$ 1,485,126 \$ 35,471,468 \$ | | \$ - \$ | - | \$ - \$ | | \$ - \$ | | \$ - \$ | - \$ - \$ | - \$ | | , | - | \$ - \$ | - | \$ |
| | Total Guideways | \$ 357,753,264 | 4.08% | Programming \$ Finance Costs \$ Total \$ | 338,957,395 \$ 14,602,454 \$ 353,559,849 \$ | - | \$ - \$ | - | \$ 3,731,904 \$ \$ - \$ \$ 3,731,904 \$ | - | \$ - \$ | - | \$ - \$ | - \$ | - \$ | - | \$ - \$ | - | \$ 16,818,317 \$ \$ - \$ \$ 16,818,317 \$ | 3,419 | \$ |
| | Total System Maintenance and Renovatior (Vehicles, Facilities, and Guideways) | 1,062,015,494 | 7.85% | Programming \$ Finance Costs \$ Total \$ | 971,130,316 \$ 83,335,227 \$ 1,054,465,544 \$ | - - | \$ - \$ | - | \$ 12,863,358 \$ 1 \$ 5,021 \$ \$ 12,868,379 \$ 1 | 47,929 | \$ 20,980 \$ | 15,211 | \$ 29,970 \$ | 24,661 \$ | 10,273 \$ | 8,091 | \$ 7,245 | 2,744 | \$ 2,746 \$ | 37,577 | \$ |
| RANS | IT | \$ 1,790,994,548 | 8,01% | Programming \$ Finance Costs \$ | 1,630,035,175 \$ 143,433,708 \$ | 4,742,132 - | \$ 139,686,501 \$ \$ - \$ | 39,061,679 1,304,947 | \$ 37,235,332 \$ 7 \$ 899,438 \$ | 72,657,233 658,450 | \$ 26,128,926 \$ * \$ 456,398 \$ | 150,212,728 320,223 | \$ 42,890,966 \$ \$ 772,421 \$ | 85,120,735 \$ 673,422 \$ | 45,099,145 \$ 273,698 \$ | 50,733,238 283,203 | \$ 209,366,426 \$ \$ 341,675 \$ | 128,015,218 210,619 | \$ 92,878,203 \$ \$ 327,701 \$ | 62,445,666 1,148,991 | \$ 57 \$ 3 |
| ANSIT 23 | Paratransit | \$ 235,508,262 | 12.48% | Programming \$ Finance Costs \$ | 1,773,468,884 \$ 205,650,276 \$ 29,381,667 \$ | 4,742,132 | | | \$ 9,670,000 \$ \$ 665,110 \$ | | \$ 9,670,000 \$ | | \$ 8,472,779 \$ | | 8,697,240 \$ | 9,670,000 | \$ 9,146,990 \$ | 10,193,010 | \$ 10,193,010 \$ | | \$ 10 |
| | | | | Total \$ Programming \$ | 235,031,943 \$ | · | \$ 9,670,000 \$ | 9,670,000 | \$ 10,335,110 \$ 1 | 9,670,000 | \$ 9,670,000 \$ | 9,670,000 | \$ 8,472,779 \$ | 6,604,078 \$ | 8,697,240 \$ | 9,670,000 | \$ 9,146,990 \$ | 10,193,010 | \$ 10,193,010 \$ | 9,675,465 | \$ 10 |
| | RANSIT TRAFFIC SAFETY | \$ 235,508,262 | 12.48% | Finance Costs \$ Total \$ Programming \$ | 29,381,667 \$ 235,031,943 \$ 69,094,362 \$ | | | | \$ 10,335,110 \$ 1 | 432,144 10,102,144 3,003,835 | \$ 9,894,389 \$ | | \$ 8,819,877 \$ | 331,385 \$ 6,935,462 \$ (991) \$ | 8,857,717 \$ | 159,306 9,829,306 | \$ 9,327,937 | 10,285,589 | \$ 10,325,838 \$ | 435,243 10,110,708 2,000,000 | \$ 1 |
| 24 | Golden Gate Bridge South Access (Doyle Drive) | \$ 92,383,627 | 9.24% | Finance Costs \$ Total \$ | 8,532,257 \$ 77,626,619 \$ | - | \$ 458,997 \$ | 16,575 | | - | \$ - \$ | - | \$ 153,547 \$ | 220,439 \$ 219,448 \$ | 105,619 \$ | 91,969 | \$ 92,068 \$ | | \$ 122,209 \$ | 354,165 | \$ |
| 25 | Bernal Heights Street System Upgrading | \$ 2,552,000 | 0.00% | Programming \$ Finance Costs \$ Total \$ | 2,550,584 \$ - \$ 2,550,584 \$ | | \$ 1,854,000 \$ \$ - \$ \$ 1,854,000 \$ | | \$ - \$ | | \$ - \$ | | \$ - \$ | - \$ - \$ | - \$ | | \$ - \$ | ; - | \$ - \$ | - | \$ |
| 26 | Great Highway Erosion Repair | \$ 2,367,914 | 1.65% | Programming \$ Finance Costs \$ Total \$ | 2,041,624 \$ 39,064 \$ 2,080,688 \$ | | \$ - \$ | - | \$ - \$ | - - | \$ - \$ | | \$ - \$ | - \$ - \$ | - \$ | | \$ - \$ | - | \$ - \$ | - | \$ |
| 27 | Visitacion Valley Watershed | \$ 17,496,899 | 0.68% | Programming \$ Finance Costs \$ Total \$ | 16,996,290 \$ 118,645 \$ 17,114,935 \$ | - - - | \$ - \$ | - | \$ - \$ | | \$ - \$ | | \$ - \$ | - \$ - \$ | - \$ | | \$ - \$ | | \$ - \$ | - - | \$ |
| 28 | Illinois Street Bridge | \$ 2,000,000 | 0.00% | Programming \$ Finance Costs \$ Total \$ | 2,000,000 \$ - \$ 2,000,000 \$ | - - - | \$ 2,000,000 \$ \$ - \$ \$ 2,000,000 \$ | - | \$ - \$ | - - - | \$ - \$ | | \$ - \$ | - S - S | - \$ | - - - | \$ - \$ | | \$ - \$ | | - |
| 29 | Golden Gate Park/SR1Traffic Study | \$ 233,292 | 0.00% | Programming \$ Finance Costs \$ Total \$ | - \$ - \$ - \$ | - | \$ - \$ \$ - \$ \$ - \$ | - | \$ - \$ | - | \$ - \$ | - - - | \$ - \$ | - S - S | - \$ | | \$ - \$ | - | \$ - \$ | | \$ |
| 30 | Other Upgrades to Major Arterials | \$ 4,146,765 | 8.10% | Programming \$ Finance Costs \$ Total \$ | 3,562,192 \$ 335,819 \$ 3,898,011 \$ | - | \$ - \$ \$ - \$ | 73,000 | \$ - \$ \$ - \$ | + | \$ 182,960 \$ \$ - \$ | | \$ - \$ \$ - \$ | 392,867 \$ - \$ 392,867 \$ | - \$ - \$ | - - - | \$ - \$ \$ - \$ | 550,000 | \$ 438,366 \$ \$ - \$ | 425,000 - 425,000 | \$ |
| | Total New and Upgraded Streets | \$ 28,796,870 | 1.71% | Programming \$ Finance Costs \$ | 27,150,691 \$ 493,528 \$ | - | \$ 3,854,000 \$ \$ - \$ | 123,000 | \$ 100,000 \$ \$ - \$ | | \$ 924,545 \$ \$ - \$ | - | \$ 55,000 \$ \$ - \$ | 392,867 \$ | 200,000 \$ | 49,596 - | \$ 494,632 \$ | 734,286 | \$ 2,286,428 \$ \$ - \$ | 425,000 | \$ |
| 31 | New Signals and Signs | \$ 42,109,204 | 4.36% | Programming \$ Finance Costs \$ | 27,644,218 \$ 38,494,493 \$ 1,835,073 \$ | - | \$ - \$ | 599,021 | \$ 1,745,054 \$ \$ - \$ | 1,458,777 | \$ 1,649,017 \$ \$ 865 \$ | 495,896 | \$ 39,819 \$ \$ - \$ | 392,867 \$ 2,332,458 \$ - \$ | 326,166 \$ | - | \$ 280,000 \$ | 1,407,547 | \$ - \$ | 5,289,722 | \$ |
| | Advanced Technology and Information Systems (SFgo) | \$ 20,179,757 | 4 40% | Programming \$ | 40,329,565 \$ | | \$ 35,903 \$ | 898,149 | | 195,000 | \$ 463,300 \$ | 495,896 1,470,850 | \$ - \$ | 2,332,458 \$ | 5,509 \$ | 2,060,000 | \$ - \$ | (8,000) | | | |
| | | 20,1/9./3/ | 1.40% | Finance Costs \$ | 283,389 \$ | - | \$ - \$ | - 1 | \$ - \$ | - | \$ - \$ | - | \$ - \$ | - \$ | - \$ | - | s - s | - | \$ - \$ | - | |

| | | | | | | | 3. Programmin | | | · | | | | | | | | | | |
|------------------|--|-----------------------|---|---|-----------|-------------------|-----------------------------------|---|-------------------------|---|----------------------------------|--------------------|--------------------------------------|-----------|---|-----------------------------|----------------------|---|--------------------------------------|--------------------------------------|
| EP No. | EP Line Item | Total Available Funds | Percent of Available Funds Spent on Financing | Total Programming & Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY2018/19 |
| 33 | Signals and Signs | \$ 102,531,829 | 1.35% | Programming \$ 99,907,38 Finance Costs \$ 1,387,89 | \$ - | \$ - | \$ - \$ | \$ 34,984 \$ | 37,422 | \$ 23,589 \$ | 239,921 \$ 5,168 \$ | - \$ | - \$ | - (| \$ - \$ | - \$ | - | \$ - \$ | 10,298,081 \$ | \$ - |
| | Street Resurfacing, Rehabilitation, and | | | \$ 101,295,27 Programming \$ 121,617,65 | 5 \$ - | \$ 10,946,669 | \$ 8,636,568 \$ | \$ 3,250,000 \$ | 13,488,709 | \$ 2,880,000 \$ | 2,496,953 \$ | 1,703,167 \$ | 2,259,537 \$ | | \$ 4,540,463 \$ | (1,678,365) \$ | 13,884,546 | | 4,097,251 \$ | \$ 3,150,000 |
| 34 | Maintenance | \$ 137,992,211 | 8.86% | Finance Costs \$ 12,226,03 Total \$ 133,843,69 | | | \$ 480,962 \$ \$ 13,110,962 \$ | \$ 771,912 \$ \$ 4,021,912 \$ | | \$ 288,815 \$ \$ 3,168,815 \$ | 184,777 \$ 2,681,730 \$ | | 261,442 \$ 2,520,978 \$ | | \$ 90,337 \$ \$ 4,630,800 \$ | 76,218 \$ (1,602,146) \$ | 25,478 13,910,024 | • | 64,762 \$ 4,162,013 \$ | \$ 163,361 \$ 3,313,361 |
| 35 | Street Repair and Cleaning Equipment | \$ 26,595,287 | 0.94% | Programming \$ 25,833,57 Finance Costs \$ 250,17 Total \$ 26,083,75 | ! \$ - | \$ 3,375 | \$ - \$ | \$ 664,504 \$ \$ - \$ \$ 664,504 \$ | 608,592 - 608,592 | \$ - \$ | 699,000 \$ - \$ 699,000 \$ | - \$ | 761,000 \$ - \$ 761,000 \$ | - (| \$ - \$ | - \$ | - | \$ - \$ | - \$ - \$ - \$ | \$ - |
| 36 | Embarcadero Roadway Incremental O&M | \$ 2,115,207 | 0,00% | Programming \$ 2,149,64 Finance Costs \$ - | \$ - | \$ - | \$ - \$ | \$ - \$ | - | \$ - \$ | - \$ - \$ | - \$ | - \$ - \$ | - (| \$ - \$ | - \$ | - | \$ - \$ | - \$ - \$ | - |
| | Pedestrian and Bicycle Facility | | | Total \$ 2,149,64 Programming \$ 18,890,64 | \$ - | \$ 693,127 | \$ 495,880 \$ | · · · | 624,993 | \$ 539,120 \$ | | 619,759 \$ | 586,960 \$ | 599,307 | \$ 625,000 \$ | 458,793 \$ | 664,334 | \$ 687,494 \$ | 711,397 \$ | |
| 37 | Maintenance | \$ 20,296,403 | 2.27% | Finance Costs \$ 461,30 Total \$ 19,351,94 | \$ - | \$ 693,127 | \$ 495,880 \$ | \$ - \$ \$ 540,800 \$ | | \$ 540,995 \$ | 2,691 \$ 557,401 \$ | 625,711 \$ | 592,574 \$ | 601,594 | \$ 2,294 \$ \$ 627,294 \$ | 459,935 \$ | 664,544 | \$ 687,494 \$ | - \$ 711,397 \$ | |
| 38 | Traffic Calming | \$ 70,920,764 | 8.23% | Programming \$ 64,188,75 Finance Costs \$ 5,835,76 Total \$ 70,024,51 | ' \$ - | \$ - | \$ - \$ | \$ - \$ | - | \$ - \$ | - \$ | - \$ | - \$ | - (| \$ 976,076 \$ \$ - \$ \$ 976,076 \$ | - \$ | - | \$ - \$ | 2,967,375 \$ - \$ 2,967,375 \$ | \$ 2,570,275 \$ - \$ 2,570,275 |
| 39 | Bicycle Circulation and Safety | \$ 32,194,294 | 7,81% | Programming \$ 29,103,13 Finance Costs \$ 2,514,80 Total \$ 31,617,94 | 5 \$ - | \$ - | \$ - \$ | \$ - \$ | - | \$ - \$ | 286,879 \$ - \$ 286,879 \$ | - \$ | 1,406,428 \$ - \$ 1,406,428 \$ | - 5 | \$ 839,629 \$ \$ - \$ \$ 839,629 \$ | - \$ | - | \$ - \$ | - \$ | \$ 3,059,717 \$ - \$ 3,059,717 |
| 40 | Pedestrian Circulation and Safety | \$ 27,761,747 | 5.95% | Programming \$ 24,535,97 Finance Costs \$ 1,652,23 | s - | \$ 364,707 | \$ 388,439 \$ | | 222,258 | | 778,847 \$ | 411,956 \$ | ' | 1,556,275 | | 1,886,946 \$ | ' | , | 983,021 \$ | |
| | | | | Total \$ 26,188,21 Programming \$ 26,902,85 | | | - | | - | \$ 1,064,450 \$ \$ 525,555 \$ | 778,847 \$ | | 393,416 \$ 971,000 \$ | | | | 1,947,061 | - | 983,021 \$ 804,084 \$ | \$ 1,944,390 \$ - |
| 41 | Curb Ramps | \$ 27,528,455 | 1.21% | Finance Costs \$ 332,67 Total \$ 27,235,52 | | ¥, | | \$ - \$ \$ 643,917 \$ | - 671,526 | \$ - \$ \$ 525,555 \$ | - \$ 700,342 \$ | - \$ 763,000 \$ | - \$ 971,000 \$ | 830,949 | \$ - \$ \$ 867,000 \$ | 651,822 \$ | - (24,532) | \$ - \$ \$ 761,277 \$ | - \$ 804,084 \$ | \$ - \$ - |
| 42 | Tree Planting and Maintenance | \$ 38,259,886 | 1.72% | Programming \$ 37,395,63 Finance Costs \$ 659,03 Total \$ 38,054,66 | \$ - | \$ 24,002 | \$ 1,780 \$ | \$ - \$ | - | \$ - \$ | - \$ | 2,595 \$ | 1,833 \$ | 1,478 | | - \$ | - | | - \$ | |
| TOTAL STREE | TS AND TRAFFIC SAFETY | \$ 669,665,541 | 5.45% | Programming \$ 605,004,67 Finance Costs \$ 36,464,16 Total \$ 641,468,83 | ' \$ - | \$ 500,465 | \$ 499,317 | \$ 806,895 \$ | 584,006 | \$ 17,451,007 \$ \$ 315,144 \$ \$ 17,766,151 \$ | 192,636 \$ | 478,121 \$ | 489,327 \$ | 215,698 | \$ 13,359,147 \$ \$ 184,600 \$ \$ 13,543,746 \$ | 169,429 \$ | 119,912 | \$ 20,925,835 \$ \$ 146,287 \$ \$ 21,072,122 \$ | 418,927 \$ | \$ 1,027,470 |
| TRANSPORTA 43 | TION SYSTEMS MANAGEMENT/STRA Transportation Demand Management / Parking Management | \$ 13,530,935 | | Programming \$ 12,222,13 Finance Costs \$ 946,86 Total \$ 13,169,00 | i \$ - | \$ 6,569 | \$ - \$ | * | - | \$ - \$ | 177,331 \$ - \$ 177,331 \$ | - \$ | - \$ | - 5 | \$ - \$ | | - | \$ - \$ | - \$ | \$ 1,205,000 \$ - \$ 1,205,000 |
| 44 | Transportation/Land Use Coordination | \$ 20,529,695 | 7.29% | Programming \$ 18,102,44 Finance Costs \$ 1,496,84 | 2 \$ - | \$ 44,000 \$ - | \$ 230,000 \$ \$ - \$ | \$ 243,000 \$ \$ - \$ | 303,535 | \$ 781,316 \$ \$ - \$ | (6,010) \$ | 349,053 \$ | 1,007,672 \$ | 195,203 | \$ 1,523,889 \$ | 2,067,040 \$ | 580,490 | \$ 1,894,217 \$ \$ - \$ | 232,827 \$ | \$ 690,083 \$ - |
| | SPORTATION SYSTEMS | \$ 34,060,630 | 7.17% | Total \$ 19,599,28 Programming \$ 30,324,57 Finance Costs \$ 2,443,70 |) \$ - | \$ 478,849 | \$ 542,988 \$ | \$ 653,000 \$ | 433,349 | \$ 1,045,284 \$ | 171,321 \$ | 529,262 \$ | 1,007,672 \$ 1,271,282 \$ - \$ | 458,830 | | 3,122,190 \$ | 1,030,387 | \$ 1,894,217 \$ \$ 2,074,862 \$ \$ - \$ | 232,827 \$ 809,827 \$ - \$ | \$ 1,895,083 |
| MANAGEMENT | T/STRATEGIC INITIATIVES | 5-,000,000 | | Total \$ 32,768,28 Programming \$ 2,471,014,70 | s \$ - | \$ 485,418 | \$ 542,988 \$ | \$ 653,000 \$ | 433,349 | \$ 1,045,284 \$ | 171,321 \$ | 529,262 \$ | 1,271,282 \$ | 458,830 | \$ 2,113,120 \$ | 3,122,190 \$ | 1,030,387 | \$ 2,074,862 \$ | 809,827 \$ | \$ 1,895,083 |
| TOTAL STRA | TEGIC PLAN | \$ 2,730,228,981 | 7.75% | Finance Costs \$ 211,723,25 Total \$ 2,682,737,95 | \$ - | \$ 507,033 | \$ 2,275,612 | \$ 2,371,443 \$ | 1,674,600 | \$ 995,931 \$ | 687,444 \$ | 1,597,640 \$ | 1,494,134 \$ | 649,872 | \$ 627,108 \$ | 692,050 \$ | 423,110 | \$ 606,816 \$ | 2,003,160 \$ | \$ 5,364,280 |

| EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | |
|---|------------------------------|------------------------------|------------------------------|---------------------------|-------------------------------------|-------------------------------|-----------|--------------|----------------------|-----------------------|-----------|--------------|---------------------------------|--------------------|----------|
| | \$ - | \$ - | \$ 22,159,360 | \$ 8,325,000 | ş - | \$ - S | - | \$ - | \$ - | s - s | | ş - | \$ - \$ | - | \$ |
| 1 Bus Rapid Transit/Muni Metro Network | \$ - | | \$ 153,704 | | \$ 1,208,658 | \$ 1,244,066 \$ | 1,181,163 | | | | | | | | \$ |
| | \$ - | \$ - | \$ 22,313,064 | \$ 8,876,411 | \$ 1,208,658 | \$ 1,244,066 \$ | 1,181,163 | \$ 1,042,674 | \$ 897,067 | \$ 736,158 | 558,867 | \$ 326,283 | \$ - \$ | - | \$ |
| 2 Third Street Light Rail (Phase 1) | \$ - | | | \$ - | \$ 3,590,810 \$ - | | | | \$ - \$ - | | | | \$ - \$ \$ - \$ | | \$ |
| 2 Third Street Light Rail (Phase 1) | \$ - \$ - | | | - | \$ 3,590,810 | \$ - \$ \$ - \$ | | | | \$ - \$ \$ - \$ | | | \$ - \$ \$ - \$ | - | \$ |
| Control Colonia (Third Street Nicht Pall | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - | \$ - | \$ - \$ | ; - : | \$ - | \$ - \$ | - | \$ |
| Central Subway (Third Street Light Rail Phase 2) | \$ - \$ - | | | | \$ - \$ - | \$ - \$ \$ - \$ | | | | \$ - \$ \$ - \$ | | | \$ - \$ \$ - \$ | - | \$ |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - S | - | \$ - | \$ - | \$ - 5 | | ş - | \$ - \$ | - | \$ |
| 4 Geary Light Rail | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - | \$ - | ş - <u>ş</u> | - : | \$ - | \$ - \$ | - | \$ |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - | \$ - | \$ - ! | - ! | \$ - | \$ - \$ | - | \$ |
| Downtown Extension to a Rebuilt | \$ 4,801,820 \$ 2,263,527 | \$ 2,644,557 \$ 2,025,384 | \$ 6,000,000 \$ 1,618,482 | | \$ 10,500,000 \$ 3,894,196 | | | | \$ - \$ 2,567,376 | | | | \$ - \$ \$ 1,146,555 \$ | | \$ |
| Transbay Terminal | \$ 7,065,346 | \$ 4,669,941 | \$ 7,618,482 | | \$ 14,394,196 | | | | | | | . , , | | | \$ |
| | \$ - | • | · | | - | \$ - \$ | | | \$ - | | | | \$ - \$ | - | + - |
| 6 Electrification | \$ 235,067 \$ 235,067 | • | . , | | \$ 391,165 \$ 391,165 | | | | | | | | | 438,408 438,408 | _ |
| | \$ 2,908,012 | | | | ' | s - s | | | | | | | s - s | | |
| 7 Capital Improvement Program | \$ 98,675 | \$ 102,388 | \$ 133,188 | \$ 225,566 | \$ 350,604 | \$ 289,827 \$ | 259,977 | \$ 234,040 | \$ 207,331 | \$ 178,530 \$ | 148,768 | \$ 112,611 | \$ 71,223 \$ | - | \$ |
| | \$ 3,006,687 | \$ 574,403 | \$ 1,635,664 | \$ 225,566 | \$ 350,604 | \$ 289,827 \$ | 259,977 | \$ 234,040 | \$ 207,331 | \$ 178,530 \$ | 148,768 | \$ 112,611 | \$ 71,223 \$ | - | \$ |
| 8 BART Station Access, Safety and Capacity | \$ 672,975 \$ 33,671 | | \$ 1,100,000 \$ 32,732 | | | \$ 306,614 \$ \$ 95,722 \$ | | | | | | | \$ - \$ \$ 43,059 \$ | | \$ |
| o sant station recess, surely and capacity | \$ 706,646 | | \$ 1,132,732 | | | | | | \$ 450,932 | | | | | | \$ |
| | \$ 240,000 | \$ (135,905) | | | *********************************** | | | | \$ - | | | | \$ - \$ | | \$ |
| 9 Ferry | \$ - \$ 240,000 | \$ 4,447 \$ (131,459) | | | | | | | | | | | | - | \$ |
| Extension of Trolleybus Lines/Motor | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 485,029 \$ | 357,726 | \$ 370,569 | \$ 385,554 | \$ 401,295 | 444,133 | \$ 468,091 | \$ 5,891,422 \$ | - | \$ |
| Coach Conversion | | | | | | \$ - \$ \$ 485,029 \$ | | | - | \$ - \$ \$ 401,295 | | | \$ 21,944 \$ \$ 5,913,366 \$ | - | _ |
| | \$ 926,100 | \$ - | \$ - | \$ - | \$ - | \$ 2,175,553 \$ | 188,277 | \$ 195,036 | \$ 202,923 | \$ 211,208 | 233,754 | \$ 246,364 | \$ 255,278 \$ | - | \$ |
| 11 F-Line Extension to Fort Mason | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,993 \$ | 3,820 | \$ 3,376 | \$ 3,096 | \$ 3,021 \$ | 4,159 | \$ 6,571 | \$ 15,161 \$ | - | \$ |
| | \$ 926,100 | \$ - | \$ - | \$ - | \$ - | \$ 2,179,546 \$ | 192,097 | \$ 198,413 | \$ 206,020 | \$ 214,229 | 237,913 | \$ 252,935 | \$ 270,439 \$ | - | \$ |
| 12 Purchase/Rehab Historic Street Cars | \$ 374,809 \$ - | | | \$ - \$ 5,472 | <u>.</u> | \$ 45,789 \$ \$ 5,969 \$ | | | | | | | \$ - \$ \$ 645 \$ | | \$ |
| | \$ 374,809 | \$ - | \$ 545,986 | | | | | | | | | | | - | - |
| | \$ (1) | | | | | · | | | | | | | \$ - \$ | | \$ |
| 13 Balboa Park BART/MUNI Station Access | \$ - \$ (1) | | \$ 2,753 \$ 750,753 | | | | | | | | | | | | \$ |
| | \$ - | \$ - | \$ 727,650 | \$ - | \$ - | \$ 404,871 \$ | 298,607 | \$ 309,327 | \$ 321,836 | \$ 334,976 | 370,734 | \$ 390,733 | \$ 1,457,830 \$ | _ | \$ |
| Relocation of Paul St to Oakdale-Caltrain Station | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - | \$ - | \$ - \$ | - : | \$ - | \$ 18,740 \$ | - | \$ |
| | \$ - | \$ - | \$ 727,650 | \$ - | \$ - | \$ 404,871 \$ | 298,607 | \$ 309,327 | \$ 321,836 | \$ 334,976 | 370,734 | \$ 390,733 | \$ 1,476,570 \$ | - | \$ |
| 15 Purchase Additional Light Rail Vehicles | \$ 96,661 \$ 62,169 | | | | | \$ - \$ \$ 69,189 \$ | | | \$ - \$ 49,530 | | | | \$ - \$ \$ 17,259 \$ | | \$ \$ |
| and a signer was a series of | \$ 158,830 | | | | * | | | | | | | | | - | _ |
| | \$ (783,410) | | \$ 5,750,000 | | | | | | ··· | \$ - \$ | | | \$ - \$ | - | |
| 16 Other Transit Enhancements | \$ - \$ (783,410) | • | | \$ 31,590 \$ 2,059,300 | | | | | | | | | | - | \$ |
| | | | | | | | | | - | | * | | + | | \$ |
| Total Transit Enhancements (10-16) | \$ 614,159 \$ 62,169 | \$ 53,313 | | \$ 118,858 | \$ 296,926 | | 257,297 | \$ 236,337 | \$ 216,038 | \$ 195,759 | 180,654 | \$ 136,065 | \$ 125,201 \$ | - | \$ |
| | \$ 676,327 | \$ 53,313 | \$ 7.812.943 | \$ 3,354,976 | \$ 206.026 | \$ 3,693,817 \$ | 1,463,453 | \$ 1,487,373 | \$ 1,518,864 | \$ 1,552,030 \$ | 1,675,643 | \$ 1,241,252 | \$ 7,729,732 \$ | - | |

| EP EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | |
|---|---|---|---|--|--|--|--|---|---|---|---|--|--|--|--|
| No. | F12019/20 | F12020/21 | F 1 202 1/22 | F12022/23 | F12023/24 | F12024/25 | F12023/26 | F12020/2/ | F1202//26 | F12026/29 | F12029/30 | F12030/31 | F 1 203 1/32 | F12032/33 | |
| | \$ - | \$ - ! | ş - <u>-</u> | - | \$ - : | \$ 632,095 | 466,192 | \$ 482,929 | \$ 502,458 | 522,972 | \$ 578,798 | \$ 610,021 | \$ 7,677,763 | \$ - | \$ |
| 17B New and Renovated Vehicles-BART | \$ - | \$ - ! | ş - <u>-</u> | - | \$ - | \$ - ! | | \$ - 5 | \$ - ! | - | \$ - | \$ - | \$ 28,598 | \$ - | \$ |
| | \$ - | \$ - ! | \$ - ! | - | \$ - | \$ 632,095 | 466,192 | \$ 482,929 | \$ 502,458 | 522,972 | \$ 578,798 | \$ 610,021 | \$ 7,706,361 | \$ - | \$ |
| | \$ 68,727,687 | | | | \$ - | • | | \$ - 9 | | | | | | | \$ |
| 17M New and Renovated Vehicles-MUNI | \$ 230,044 | | \$ 1,495,855 | | \$ 6,642,290 | | | \$ 4,717,183 | | | | | | | \$ |
| | \$ 68,957,731 | \$ (115,699) | \$ 15,052,157 | 4,192,811 | \$ 6,642,290 | \$ 5,800,308 | 5,218,585 | \$ 4,717,183 | \$ 4,188,995 | 3,620,932 | \$ 3,038,093 | \$ 2,336,600 | \$ 1,590,499 | \$ - | \$ |
| 470 November Demonstrat Validate Coltrain | \$ 2,249,999 | | | | \$ - | | | \$ - 9 | | | | | | ·· | \$ |
| 17P New and Renovated Vehicles-Caltrain | \$ 2,249,999 | \$ 6,146 S \$ 1,669,971 S | | | | | | \$ 222,576 \$ \$ 222,576 \$ | | | | | | | \$ |
| | 10 E4E 0E0 | | | | • | | , | | | | | ć | | • | ς |
| New and Renovated Vehicles- | \$ 10,545,950 | \$ - ! | \$ - \$ \$ - \$ | | \$ - ! \$ 1,042,242 | | | \$ - \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | | | \$ - \$ 625,728 | \$ - \$ 677,962 | | ç |
| 17U Discretionary | \$ 10,545,950 | , | 5 - S | | \$ 1,042,242 | | 1,036,038 | \$ 952,391 | | | | | | | \$ |
| | | | - | | | | | | | | | | - | | |
| Vohiclos Subtotal | \$ 81,523,636 | | | | \$ - | | | | | | | | | | \$ |
| Vehicles Subtotal | \$ 230,044 \$ 81,753,680 | | \$ 1,610,299 \$ \$ 15,224,970 \$ | | \$ 8,006,958 : \$ 8,006,958 : | | | \$ 5,892,151 \$ \$ 6,375,080 \$ | | | | | | | \$ |
| | \$ 0.,755,000 | Ţ .,557,£7£ , | ,,224,770 | ., .0-,054 | ,500,750 | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 5,7,0,704 | , 5,575,000 | , 5,,54,507 | 5,557,223 | -, 147,000 | , 5,557,210 | 7,771,040 | .,.07,003 | • |
| Teelles has subselebele 1/2 00 H | \$ - | \$ - 5 | | | \$ - | | | \$ - 5 | | | | | \$ - | ······································ | \$ |
| 18 Trolleybus wheelchair-lift O&M | \$ - | \$ - ! | | | \$ - : | | | \$ - S | | | | • | \$ - \$ - | \$ - \$ - | \$ |
| | | | - ; | , - | | | · - | - ; | · ; | , - | - | - | * - | • | , |
| | \$ - | \$ - ! | | | \$ - | | | \$ - \$ | | | | • | - | \$ - | \$ |
| 19 F-Line O&M | \$ - | \$ - ! | \$ - <u>\$</u> | | \$ - ! \$ - | | | \$ - S | | | • | • | \$ - \$ - | \$ - \$ - | \$ |
| | 1,4 | , | , - , | - | - | - . | - | , , | - , | - | , | , - | , | , - | * |
| Takal Waldalaa | \$ 81,523,636 | | | | \$ - | | | | | | | | | | |
| Total Vehicles | \$ 230,044 \$ 81,753,680 | | | | | | | | | | | | | | |
| | y 01,733,000 | ¥ 1,337,272 , | | | | | | | | | | | | | |
| 208 Behab/Ungrados Eviction facilities SAST | | \$ - ! | | | | | | | | | | | | | \$ |
| 20B Rehab/Upgrades Existing facilities-BART | \$ - | \$ - ! | \$ - \$ \$ 790,000 \$ | | | | | | | | | | | | \$ |
| | | | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | , 301 | | | , ,,,,,,, | | | . 00,443 | 7 70,104 | 7 70,241 | , 3,372 | · - | - |
| Soul Bahah (Namada E.) | \$ 1,500,000 | | | | | | | \$ - \$ | | | • | T | \$ - | | \$ |
| 20M Rehab/Upgrades Existing facilities-MUNI | \$ 190,976 \$ 1,690,976 | | \$ 384,075 \$ \$ 3,443,204 \$ | , | \$ 1,101,087 : \$ 1,101,087 : | | | \$ 782,728 \$ \$ 782,728 \$ | | | | \$ 356,554 \$ 356,554 | | | \$ |
| | \$ 1,690,976 | \$ YEE, 62Y | 3,443,204 | 3,436,443 | ا /۱,۱۵۱,۱۵۶ | 3 9/4,239 | 0/2,096 | \$ 184,148 | \$ 70,070 | 390,30/ | <i>₹</i> 485,655 | ⇒ 306,004 | (45,141 ډ | , - | • |
| | | | | | | | | \$ - \$ | \$ - 5 | - | \$ - | | \$ - | | \$ |
| Dahah (Harradas Estatus de 1994) | \$ 730,506 | | | | \$ - | | | | | | | \$ 35,146 | \$ 17,964 | | \$ |
| 20P Rehab/Upgrades Existing facilities-Caltrai | \$ 27,148 | \$ 35,207 | \$ 49,579 | 81,354 | \$ 118,279 | \$ 97,592 | 87,311 | | | | | · | | ė i | |
| 20P Rehab/Upgrades Existing facilities-Caltrai | | \$ 35,207 | \$ 49,579 | 81,354 | \$ 118,279 | \$ 97,592 | 87,311 | | | | | · | | \$ - | > |
| Rehah/Ingrades Existing facilities | \$ 27,148 | \$ 35,207 S \$ 435,207 S | \$ 49,579 \$ \$ 117,957 \$ \$ - \$ | 81,354 81,354 | \$ 118,279 \$ 118,279 \$ - | \$ 97,592 \$ \$ 97,592 \$ \$ 543,247 \$ | 87,311 87,311 386,213 | \$ 78,302 \$ \$ 400,154 \$ | \$ 68,982 \$ | 58,876 | \$ 48,274 | \$ 35,146 \$ 505,099 | \$ 17,964 \$ 523,412 | \$ - | \$ |
| 200 Rehab/Upgrades Existing facilities-Caltrai 200 Rehab/Upgrades Existing facilities- Discretionary | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - | \$ 35,207 \$ \$ 435,207 \$ \$ 4,848,403 \$ \$ - \$ | \$ 49,579 \$ 117,957 \$ \$ - \$ \$ 2,486 \$ | 81,354 81,354 6 - 10,804 | \$ 118,279 \$ 118,279 \$ - \$ 402 | \$ 97,592 \$ \$ 97,592 \$ \$ 543,247 \$ \$ 8,220 \$ | 87,311 87,311 386,213 7,745 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ | \$ 68,982 \$ \$ 416,391 \$ \$ 5,960 \$ | 58,876 6 433,396 6 5,605 | \$ 48,274 \$ 479,674 \$ 7,655 | \$ 35,146 \$ 505,099 \$ 12,106 | \$ 17,964 \$ 523,412 \$ 28,064 | \$ - \$ - | \$ |
| Rehab/Upgrades Existing facilities- | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - | \$ 35,207 S \$ 435,207 S | \$ 49,579 \$ 117,957 \$ \$ - \$ \$ 2,486 \$ | 81,354 81,354 6 - 10,804 | \$ 118,279 \$ 118,279 \$ - \$ 402 | \$ 97,592 \$ \$ 97,592 \$ \$ 543,247 \$ \$ 8,220 \$ | 87,311 87,311 386,213 7,745 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ | \$ 68,982 \$ \$ 416,391 \$ \$ 5,960 \$ | 58,876 6 433,396 6 5,605 | \$ 48,274 \$ 479,674 \$ 7,655 | \$ 35,146 \$ 505,099 \$ 12,106 | \$ 17,964 \$ 523,412 \$ 28,064 | \$ - \$ - | \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 | \$ 35,207 \$ 435,207 \$ 4,848,403 \$ - \$ \$ 4,848,403 \$ \$ \$ 5,961,827 \$ | \$ 49,579 \$ 117,957 \$ \$ \$ \$ 2,486 \$ \$ \$ 2,486 \$ \$ \$ 3,917,507 \$ | 81,354 81,354 81,354 6 - 6 10,804 6 10,804 | \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 | \$ 97,592 \$ 97,592 \$ \$ 97,592 \$ \$ \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ \$ 613,227 \$ \$ | 87,311 87,311 386,213 7,745 393,958 | \$ 400,154 \$ 6,697 \$ 406,850 \$ \$ 475,676 \$ | \$ 68,982 \$ \$ 416,391 \$ \$ 5,960 \$ \$ 422,351 \$ \$ 495,102 \$ | 58,876 433,396 5,605 6439,001 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 | \$ - \$ - \$ - | \$ |
| Rehab/Upgrades Existing facilities- | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 \$ 218,124 | \$ 35,207 | \$ 49,579 \$ 117,957 \$ 5 - \$ \$ 2,486 \$ \$ 2,486 \$ \$ \$ 3,917,507 \$ \$ \$ 436,140 \$ \$ | 81,354 81,354 81,354 6 - 6 10,804 6 10,804 6 2,800,000 6 748,983 | \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ - \$ 1,226,374 | \$ 97,592 \$ 97,592 \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ \$ 1,086,130 \$ \$ \$ 1,086,130 \$ \$ | 87,311 87,311 386,213 7,745 393,958 458,982 973,123 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ \$ 406,850 \$ \$ 475,676 \$ \$ 873,662 \$ | \$ 416,391 \$ 5,960 \$ 422,351 \$ \$ 495,102 \$ \$ 771,356 \$ | 5 58,876 6 433,396 6 5,605 6 439,001 6 515,446 6 661,181 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 | \$ 35,207 | \$ 49,579 \$ 117,957 \$ 5 - \$ \$ 2,486 \$ \$ 2,486 \$ \$ \$ 3,917,507 \$ \$ \$ 436,140 \$ \$ | 81,354 81,354 81,354 6 - 6 10,804 6 10,804 | \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ - \$ 1,226,374 | \$ 97,592 \$ 97,592 \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ \$ 1,086,130 \$ \$ \$ 1,086,130 \$ \$ | 87,311 87,311 386,213 7,745 393,958 458,982 973,123 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ \$ 406,850 \$ \$ 475,676 \$ \$ 873,662 \$ | \$ 416,391 \$ 5,960 \$ 422,351 \$ \$ 495,102 \$ \$ 771,356 \$ | 5 58,876 6 433,396 6 5,605 6 439,001 6 515,446 6 661,181 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary Facilities Subtotal | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 \$ \$ 218,124 \$ 3,448,630 \$ - | \$ 35,207 ! \$ 435,207 ! \$ 4,848,403 ! \$ - ! \$ 4,848,403 ! \$ 5,961,827 ! \$ 308,441 ! \$ 6,270,268 ! | \$ 49,579 \$ 117,957 \$ \$ 117,957 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 81,354 81,354 81,354 81,354 81,354 81,0804 81, | \$ 118,279 \$ 118,279 \$ - \$ \$ 402 \$ 402 \$ \$ \$ 1,226,374 \$ - \$ | \$ 97,592 \$ 97,592 \$ 97,592 \$ \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ 1,086,130 \$ \$ 1,699,357 \$ \$ \$ - \$ \$ | 87,311 87,311 386,213 7,745 393,958 458,982 5 973,123 6 1,432,105 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ \$ 406,850 \$ \$ 475,676 \$ \$ 873,662 \$ \$ 1,349,338 \$ \$ - \$ | \$ 416,391 \$ 5,960 \$ 422,351 \$ \$ 495,102 \$ \$ 771,356 \$ \$ 1,266,458 \$ \$. \$ \$ | 5 58,876 5 433,396 5 5,605 6 439,001 5 515,446 6 661,181 6 1,176,627 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 \$ 766,528 \$ - | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 \$ 218,124 \$ 3,448,630 | \$ 35,207 \$ 435,207 \$ 4,848,403 \$ - \$ \$ 4,848,403 \$ 5,961,827 \$ 308,441 \$ 6,270,268 \$ - \$ \$ - \$ | \$ 49,579 \$ 117,957 \$ \$ | 81,354 81,354 81,354 6 - 10,804 6 10,804 6 2,800,000 6 748,983 6 3,548,983 | \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 1,226,374 \$ 1,226,374 \$ - \$ - \$ 1,226,374 | \$ 97,592 \$ 97,592 \$ 97,592 \$ \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ 1,086,130 \$ \$ 1,699,357 \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ | 87,311 87,311 386,213 5 7,745 6 393,958 6 458,982 6 973,123 6 1,432,105 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ \$ 406,850 \$ \$ 475,676 \$ \$ 873,662 \$ \$ 1,349,338 \$ \$ - \$ \$ \$ - \$ | \$ 416,391 \$ 5,960 \$ 422,351 \$ 771,356 \$ 1,266,458 \$ - \$ \$ 5 \$ | 5 58,876 433,396 5 5,605 6 439,001 5 515,446 6 661,181 6 1,176,627 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 \$ 766,528 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary Facilities Subtotal | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 \$ \$ 218,124 \$ 3,448,630 \$ - | \$ 35,207 \$ 435,207 \$ 4,848,403 \$ - \$ \$ 4,848,403 \$ 5,961,827 \$ 308,441 \$ 6,270,268 \$ - \$ \$ - \$ | \$ 49,579 \$ 117,957 \$ \$ | 81,354 81,354 81,354 6 - 10,804 6 10,804 6 2,800,000 6 748,983 6 3,548,983 | \$ 118,279 \$ 118,279 \$ - \$ \$ 402 \$ 402 \$ 1,226,374 \$ 1,226,374 \$ - \$ \$ - \$ | \$ 97,592 \$ 97,592 \$ 97,592 \$ \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ 1,086,130 \$ \$ 1,699,357 \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ | 87,311 87,311 386,213 5 7,745 6 393,958 6 458,982 6 973,123 6 1,432,105 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ \$ 406,850 \$ \$ 475,676 \$ \$ 873,662 \$ \$ 1,349,338 \$ \$ - \$ | \$ 416,391 \$ 5,960 \$ 422,351 \$ 771,356 \$ 1,266,458 \$ - \$ \$ 5 \$ | 5 58,876 433,396 5 5,605 6 439,001 5 515,446 6 661,181 6 1,176,627 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 \$ 766,528 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary Facilities Subtotal 21 Muni MMX O&M | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 \$ 218,124 \$ 3,448,630 \$ - \$ - \$ - \$ - | \$ 35,207 \$ 435,207 \$ 4,848,403 \$ - (\$ 4,848,403 \$ 5,961,827 \$ 308,441 \$ 6,270,268 \$ - (\$ 5, - (| \$ 49,579 \$ 117,957 \$ \$ 117,957 \$ \$ \$ 2,486 \$ \$ \$ 2,486 \$ \$ \$ 436,140 \$ \$ 4,353,647 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 81,354 81,354 81,354 6 | \$ 118,279 \$ 118,279 \$ - 5 \$ 402 \$ 402 \$ 402 \$ 1,226,374 \$ 1,226,374 \$ - 5 \$ - 5 \$ - 7 | \$ 97,592 \$ 97,592 \$ 97,592 \$ \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ 1,086,130 \$ \$ 1,699,357 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 87,311 87,311 386,213 7,745 393,958 458,982 973,123 1,432,105 6 - 6 - 6 - | \$ 400,154 \$ 6,697 \$ 406,850 \$ 475,676 \$ 873,662 \$ 1,349,338 \$ \$ - \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ | \$ 416,391 \$ 5,960 \$ \$ 422,351 \$ \$ \$ 771,356 \$ \$ 1,266,458 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5 58,876 433,396 5 5,605 6 439,001 5 515,446 6 661,181 6 1,176,627 6 - 6 - 6 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - \$ - \$ 570,339 | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - \$ - \$ 592,162 | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 \$ 766,528 \$ - \$ - \$ 5 | \$ - \$ - \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ |
| 20U Rehab/Upgrades Existing facilities- Discretionary Facilities Subtotal | \$ 27,148 \$ 757,654 \$ 1,000,000 \$ - \$ 1,000,000 \$ 218,124 \$ 3,448,630 \$ - \$ - \$ - | \$ 35,207 \$ 435,207 \$ 4,848,403 \$ - \$ 4,848,403 \$ 5,961,827 \$ 308,441 \$ 6,270,268 \$ - \$ 5 - \$ 5 - \$ 308,441 \$ 6,370,268 \$ - \$ 5 - \$ 308,441 \$ 5 - \$ 5 | \$ 49,579 \$ 117,957 \$ \$ 117,957 \$ \$ \$ 2,486 \$ \$ \$ 2,486 \$ \$ \$ 3,917,507 \$ \$ \$ 436,140 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 81,354 81,354 81,354 6 - 10,804 6 10,804 6 2,800,000 6 748,983 7 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1 | \$ 118,279 \$ 118,279 \$ - 5 \$ 402 \$ 402 \$ 402 \$ 1,226,374 \$ 1,226,374 \$ - 5 \$ - 5 \$ - 7 | \$ 97,592 \$ 97,592 \$ 97,592 \$ \$ 97,592 \$ \$ \$ 543,247 \$ \$ 8,220 \$ \$ 551,466 \$ \$ 1,086,130 \$ \$ 1,699,357 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 87,311 87,311 386,213 7,745 393,958 458,982 973,123 1,432,105 6 - 6 - 6 - 6 - 73,123 458,982 973,123 | \$ 78,302 \$ \$ 400,154 \$ \$ 6,697 \$ \$ 406,850 \$ \$ 475,676 \$ \$ 1,349,338 \$ \$ - \$ \$ - \$ \$ - \$ \$ 475,676 \$ \$ 873,662 \$ \$ 1,349,338 \$ \$ - \$ \$ 5 - \$ \$ 5 - \$ \$ 873,662 \$ | \$ 416,391 \$ 5,960 \$ 422,351 \$ 495,102 \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ | 5 58,876 433,396 5 5,605 439,001 5 515,446 6 661,181 1,176,627 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - | \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - \$ - \$ 570,339 \$ 549,104 | \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - \$ - \$ 592,162 \$ 412,983 | \$ 17,964 \$ 523,412 \$ 28,064 \$ 551,477 \$ 523,412 \$ 243,115 \$ 766,528 \$ - \$ - \$ 5 \$ - \$ 523,412 \$ 243,115 | \$ - \$ - \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |

| | | | | | | | | | | , , | | | | | | | I |
|----------|-----------|---|--------------------------------|---------------------------------------|-------------------------------|-------------------------------|-------------------------------|--------------------------------------|------------|---------------------------------------|---------------------------------------|-------------------------------|-------------------------------|------------------------------------|-------------------------------------|-----------|--------------|
| ı | EP No. | EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/34 |
| | | | • | | <u> </u> | | | | | | . | | | A D (B (B) | * **** | | |
| | 220 | L- | | \$ - \$ - | \$ 2,769,471 \$ - | | | | | | | | | | | | \$ - \$ - |
| | ZZD | | | | \$ 2,769,471 | | - | | | | | | | | | | \$ - |
| | Ī | | \$ 1,032,072 | \$ (285,983) | \$ 21,947,049 | \$ 9,892,086 | \$ 8,840,062 | \$ 4,548,536 | 7,167,844 | \$ 10,510,213 | \$ 10,958,772 | \$ 11,409,547 | \$ 12,159,654 | \$ 11,818,078 | \$ - \$ | - | \$ - |
| | 22M | Guideways-MUNI | \$ - | \$ - | \$ - | \$ - | \$ 593,907 | \$ 1,106,068 | | \$ 1,104,319 | | \$ 1,170,021 | \$ 1,316,272 | \$ 1,557,693 | \$ 1,198,238 \$ | - | \$ - |
| | L | | \$ 1,032,072 | \$ (285,983) | \$ 21,947,049 | \$ 9,892,086 | \$ 9,433,969 | \$ 5,654,604 | 8,270,092 | \$ 11,614,532 | \$ 12,079,115 | \$ 12,579,568 | \$ 13,475,926 | \$ 13,375,771 | \$ 1,198,238 \$ | - | \$ - |
| | Ī | | \$ 2,494,327 | \$ 2,462,272 | \$ 2,121,225 | \$ - | \$ - | \$ - ! | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - |
| | 22P | Guideways-Caltrain | \$ 30,382 | \$ 24,636 | \$ 150,283 | \$ 290,677 | \$ 427,757 | \$ 353,057 | 316,008 | \$ 283,591 | \$ 250,080 | \$ 213,776 | \$ 175,786 | \$ 128,892 | \$ 68,778 \$ | - | \$ - |
| | L | | \$ 2,524,710 | \$ 2,486,908 | \$ 2,271,508 | \$ 290,677 | \$ 427,757 | \$ 353,057 | 316,008 | \$ 283,591 | \$ 250,080 | \$ 213,776 | \$ 175,786 | \$ 128,892 | \$ 68,778 \$ | - | \$ - |
| | ſ | | \$ 11,608,000 | \$ 13,339,032 | \$ - | \$ - | \$ - | \$ 1,185,477 | 1,236,242 | \$ 1,259,304 | \$ 1,215,901 | \$ 1,265,537 | \$ 1,400,649 | \$ 1,476,199 | \$ - \$ | - | \$ - |
| | 22U | <u> </u> | \$ - | \$ - | | | \$ 155,347 | | | • | | | | \$ 201,066 | | | \$ - |
| | L | | \$ 11,608,000 | \$ 13,339,032 | \$ - | \$ - | \$ 155,347 | \$ 1,349,994 | 1,397,408 | \$ 1,418,608 | \$ 1,372,035 | \$ 1,421,719 | \$ 1,570,113 | \$ 1,677,265 | \$ 161,946 \$ | - | \$ - |
| | | H | | \$ 15,515,321 | | | | | | | | | | \$ 13,662,404 | | | \$ - |
| | | | \$ 30,382 \$ 15,164,782 | \$ 24,636 \$ 15,539,957 | \$ 150,283 \$ 26,988,028 | \$ 290,677 \$ 10,182,763 | \$ 1,181,019 \$ 10,021,081 | | | | . , , | \$ 1,547,376 \$ 14,537,215 | \$ 1,670,981 \$ 15,580,235 | \$ 1,901,444 \$ 15,563,848 | | | \$ - |
| L | | | 3 13,104,782 | \$ 15,557,757 | 3 20,768,028 | \$ 10,162,763 | \$ 10,021,081 | \$ 7,743,374 . | 10,272,116 | 3 13,614,243 | \$ 14,010,340 | 3 14,537,215 | 3 15,560,235 | \$ 15,565,646 | \$ 1,640,621 \$ | • | · - |
| | - | Total System Maintenance and Renovation | \$ 99,888,541 | \$ 22,685,179 | \$ 44,369,923 | \$ 12,692,086 | \$ 8,840,062 | \$ 7,356,623 | 9,609,537 | \$ 13,017,950 | \$ 13,474,203 | \$ 14,028,257 | \$ 15,058,391 | \$ 14,864,587 | \$ 8,582,984 \$ | - | \$ - |
| | (| (Vehicles, Facilities, and Guideways) | \$ 478,550 | \$ 679,318 | \$ 2,196,722 | . , , | | \$ 9,937,875 | | | | | \$ 6,091,087 | \$ 5,361,625 | | | |
| <u> </u> | | | \$ 100,367,092 | \$ 23,364,497 | \$ 46,566,645 | \$ 18,135,779 | \$ 19,254,413 | \$ 17,294,498 | 18,675,185 | \$ 21,338,663 | \$ 21,031,374 | \$ 20,803,065 | \$ 21,149,478 | \$ 20,226,212 | \$ 12,598,195 \$ | 1,769,805 | \$ 4,527,28 |
| | | | \$ 109,125,507 | | | | | \$ 11,075,135 | | | | | | | | | - |
| OTAL TR | ANSI | | \$ 3,171,660 \$ 112,297,167 | | \$ 4,354,998 \$ 87,605,393 | \$ 9,181,974 \$ 36,771,083 | | \$ 15,755,480 \$ \$ 26,830,615 \$ | 14,385,099 | | | \$ 10,472,545 | \$ 9,188,160 \$ 25,741,540 | \$ 7,702,202 \$ 23,671,975 | \$ 5,614,439 \$ \$ 21,801,954 \$ | | |
| ARATRAN | ISIT | | \$ 112,297,107 | \$ 20,763,077 | \$ 87,000,373 | 30,771,063 | \$ 40,723,773 | \$ 20,030,013 | 23,322,694 | \$ 27,740,323 | \$ 20,970,477 | \$ 23,637,073 | 3 23,741,340 | \$ 23,071,973 | \$ 21,801,934 \$ | 2,206,212 | \$ 3,646,76 |
| | | - | \$ 10,037,758 | \$ 8,652,425 | \$ 6,098,972 | \$ 13,300,000 | | \$ 13,300,000 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - |
| | 23 I | Paratransit | \$ 1,196,461 \$ 11,234,218 | \$ 1,120,552 \$ 9,772,978 | | | | \$ 2,922,125 S \$ 16,222,125 S | | | | | | \$ 1,402,398 \$ 1,402,398 | \$ 1,213,740 \$ \$ 1,213,740 \$ | | \$ - \$ - |
| | L | L | 3 11,234,216 | \$ 7,772,776 | \$ 0,770,724 | \$ 14,737,773 | 3 16,210,830 | 3 10,222,125 | 2,764,369 | \$ 2,311,366 | 3 2,234,362 | 3 1,961,347 | ٦,/١١,٥٥٥ | 3 1,402,376 | \$ 1,213,740 \$ | | , - |
| | | | \$ 10,037,758 | \$ 8,652,425 | \$ 6,098,972 | \$ 13,300,000 | \$ 13,300,000 | \$ 13,300,000 | - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | | |
| OTAL PAI | RATE | | \$ 1,196,461 | \$ 1,120,552 | | | | \$ 2,922,125 | | | | | | | | | - |
| TREETS A | ND T | FRAFFIC SAFETY | \$ 11,234,218 | \$ 9,772,978 | \$ 6,998,724 | \$ 14,939,975 | \$ 16,210,850 | \$ 16,222,125 | 2,764,569 | \$ 2,511,586 | \$ 2,254,382 | \$ 1,981,347 | \$ 1,711,363 | \$ 1,402,398 | \$ 1,213,740 \$ | - | \$ - |
| | | | \$ - | \$ - | \$ (748,384) | \$ - | \$ - | \$ - ! | ; - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - |
| | | unive) | \$ 822,681 \$ 822,681 | \$ 700,768 \$ 700,768 | | | | | | | | | | | \$ - \$ \$ - \$ | | \$ - \$ - |
| _ | | | V 022,001 | ¥ 100,100 | (27.,0.0) | * 007,020 | ¥ /00,070 | ·, | , 0.2,0.0 | · · · · · · · · · · · · · · · · · · · | ¥ 52.,557 | ¥ 1.10,7.27 | * | * | * * | | |
| | | Parad Hainbia Chrant Contain Harradian | | · · · · · · · · · · · · · · · · · · · | | \$ - | | | | | | · | | | \$ - \$ | | \$ - |
| | 25 | Bernal Heights Street System Upgrading | - | • | \$ - \$ - | | | \$ - ! | | | | | • | • | \$ - \$ \$ - \$ | | \$ - \$ - |
| | - | | | | | | | | | | | | - | | | | |
| | 24 | - | \$ 1,229,834 \$ - | \$ (1,253,392) \$ - | | | | \$ - ! | | | | · · | • | | \$ - \$ \$ - \$ | | \$ - \$ - |
| | 20 | Great Highway Erosion Repair | • | \$ (1,253,392) | | | _ | _ | | | | | | | | | |
| | - | | | | | | | | | | | | | | | | |
| | 27 | l l | \$ (1,260,728) \$ - | | | | | \$ 701,717 S | | | | | | <u>-</u> | | | \$ - \$ - |
| | 27 | · · · · · · · · · · · · · · · · · · · | \$ (1,260,728) | • | • | | - | | | • | | | * | | | | \$ - |
| | - | | | | | | | | * | | | | · | | | | |
| | ١, | l l | | \$ - \$ - | \$ - \$ - | | | \$ - ! \$ - ! | | | • | \$ - \$ - | \$ - \$ - | | \$ - \$ \$ - \$ | | \$ - \$ - |
| | ا ۵۵ | | \$ - | | | | | | | | | | | • | \$ - \$ | | \$ - |
| | - | | | | | | | | | | | | | | | | |
| | 29 (| l l | \$ - \$ - | | \$ - \$ - | | | \$ - ! | | | ······ | | | | \$ - \$ \$ - \$ | | \$ - \$ - |
| | | · | \$ - | | | | | | | \$ - | | | | | \$ - \$ | | \$ - |
| | Г | | \$ (101,126) | \$ 587,341 | \$ 831,264 | \$ - | \$ - | \$ - ! | - | \$ - | ^ | \$ - | \$ - | \$ - | s - s | | \$ - |
| | 30 | L. | . , , , | · · · · · · · · · · · · · · · · · · · | \$ 26,974 | | | | | | · · · · · · · · · · · · · · · · · · · | · | • | | | | \$ - |
| | L | | \$ (101,126) | | | | | | - | | | | | | | | \$ - |
| | Г | | \$ (132,020) | \$ (666,051) | \$ 2,731,264 | \$ 3,655,119 | \$ 4,000,000 | \$ 701,717 | 2,041,485 | \$ 701,717 | \$ 743,973 | \$ 774,347 | \$ 857,008 | \$ 903,237 | \$ 935,921 \$ | - | ¢ |
| | | | \$ (132,020) | | | | | | | | | | | | | | - |
| | | _ | \$ (132,020) | • | | | - | | | - | | | | | - | | |
| | Г | | . 240 (0) | ć (472.72F) | £ 2.424.004 | ¢ (750,000 | • | | 4 (00 24) | 6 4 (50 354 | £ 4.744.000 | £ 4.700.044 | * | ^ | | | |
| | 31 | l l | \$ 310,606 \$ - | \$ (472,725) \$ - | \$ 3,426,086 \$ 10,187 | | | | | | | | | \$ - \$ 151,283 | | | \$ - \$ - |
| | - [| | \$ 310,606 | • | | | | | | | | | | | | | \$ - |
| | | | | | | | | | | | | | | | | | |
| | | Advanced Technology and Information | \$ 2,320,000 \$ - | | | | | \$ 898,392 S \$ 21,886 S | | | | | | | | | \$ - \$ - |
| | ي عد | Systems (Srgo) | - | • | - | | | | | | | | | | | | \$ - |
| | ļ | Į. | \$ 2,320,000 | • | 3 1.330.00. | | | 3 720.276 | | | | | | |) I.IJO.BZI 1 | - | > - |

| | | | | | | | Attac | illient 5. Prog | gramming and | rmance Costs | by Expenditu | re Fian Line II | iem (IOE \$ 8) | | | |
|-------------|---|-------------------------------|------------------------------|-----------------------------|----------------------------|-------------------------------|-------------------------------------|----------------------|---------------|-------------------------------|-------------------------------|----------------------------|----------------------|--------------------------------|------------|----------------|
| EP No. | EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/34 |
| | | ¢ 4 542 390 | ¢ (279 FF4) | ¢ 14.040.438 | ¢ 850.000 | ¢ 4.452.000 | t 4 070 774 f | 2 007 050 | ¢ 4424 222 | ¢ 4 200 00E | ¢ 4.490.443 | ¢ 4047.059 | ¢ 5.242.904 | E 444 729 € | | • |
| 33 | Signals and Signs | \$ 1,542,380 | | | \$ 850,000 \$ - | \$ 1,152,000 | \$ 4,970,774 S \$ 121,978 S | 3,987,850 117,252 | | \$ 4,299,005 \$ 102,244 | \$ 4,480,663 \$ 102,234 | \$ 4,967,058 \$ 130,501 | \$ 5,243,894 S | 5 5,444,728 \$ 5 414,243 \$ | - ! | |
| 33 | Signals and Signs | \$ 1,542,380 | • | * | | \$ 1,152,000 | \$ 5,092,752 | | | | | | | 5,858,970 \$ | - ! | |
| | | T | | | | | | | | | | | | | | |
| 3.4 | Street Resurfacing, Rehabilitation, and | \$ 5,702,871 \$ 272,996 | \$ (1,566,378) \$ 300,078 | | | | | | | | | | \$ - ! \$ 594,571 | 281,900 \$ | - ! - ! | |
| 34 | Maintenance | \$ 5,975,867 | | | | | | | | * | | | | | - ! | |
| | | | | ' | <u>'</u> | | | | | , | | ' | | ' | | |
| 25 | Street Repair and Cleaning Equipment | \$ 1,265,966 | | | | \$ 977,976 \$ - | | | | | | | | 1,422,601 \$ 86,282 \$ | - ! | |
| 33 | Street Repair and Cleaning Equipment | \$ 1,265,966 | \$ 871,364 | | | | | | | | | | | 1,508,883 \$ | - ! | - |
| | | 7 | | | - | | | | | | | _ | | | | |
| 24 | Embarcadero Roadway Incremental O&M | | \$ - \$ - | | | \$ - \$ - | • | | | | | | \$ - ! | ; - <u>\$</u> | - ! | \$ - \$ - |
| 36 | Empareació Rodaway merementat oum | - | \$ - | | | \$ - | | | - | | • | • | \$ - | - \$ | - ! | - |
| | | | | ' | + | | | | | | | * | | | | - |
| | Pedestrian and Bicycle Facility | \$ 552,659 | | | | | | | | | | | | | - ! | - |
| 37 | Maintenance | \$ - \$ 552,659 | | \$ 5,492 \$ 1,017,730 | | | | | | | | | | 4,378 \$ 4,378 \$ | - ! | |
| | | \$ 332,037 | \$ 004,032 | 1,017,730 | 3 004,007 | \$ 003,337 | 711,777 | 014,303 | \$ 042,307 | \$ 073,700 | 713,240 | 1,013,770 | 7 701,004 | 4,570 | | |
| | | \$ 11,940,998 | \$ 10,709,107 | \$ 10,928,383 | \$ 4,008,360 | \$ 4,130,000 | \$ - 9 | - | \$ - | \$ - | \$ - | \$ - | \$ - | - \$ | - ! | \$ - |
| 38 | Traffic Calming | \$ - | \$ - | \$ - | \$ 340,752 | | | | | | | | | 281,989 \$ | - ! | • |
| | | \$ 11,940,998 | \$ 10,709,107 | \$ 10,928,383 | \$ 4,349,112 | \$ 4,931,774 | \$ 806,111 | 792,003 | \$ 733,027 | \$ 653,230 | \$ 567,749 | \$ 481,008 | \$ 378,126 | 281,989 \$ | - : | \$ - |
| | | \$ 1,339,945 | \$ 1,850,523 | \$ 4,876,273 | \$ 4,599,758 | \$ 2,487,758 | \$ 178,366 | - | \$ - | \$ - | \$ - | \$ - | \$ - | s - \$ | - ! | \$ - |
| 39 | Bicycle Circulation and Safety | \$ - | · | | \$ 125,940 | \$ 283,512 | | | | | | | | 109,204 \$ | - ! | |
| | | \$ 1,339,945 | \$ 1,850,523 | \$ 4,895,970 | \$ 4,725,698 | \$ 2,771,270 | \$ 549,756 | 363,264 | \$ 327,507 | \$ 290,756 | \$ 251,218 | \$ 210,618 | \$ 161,699 | 109,204 \$ | - ! | \$ - |
| | | \$ 1,439,200 | \$ 2,164,507 | \$ 4,990,694 | \$ - | \$ - | \$ 776,162 | 818,094 | \$ 843,054 | \$ - | \$ - | \$ - | \$ - ! | - \$ | - ! | \$ - |
| 40 | Pedestrian Circulation and Safety | \$ - | \$ - | \$ 27,100 | \$ 74,225 | \$ 213,696 | \$ 249,876 | | | \$ 213,072 | \$ 174,193 | \$ 131,201 | \$ 74,574 | - \$ | - ! | \$ - |
| | | \$ 1,439,200 | \$ 2,164,507 | \$ 5,017,794 | \$ 74,225 | \$ 213,696 | \$ 1,026,038 | 1,064,193 | \$ 1,091,257 | \$ 213,072 | \$ 174,193 | \$ 131,201 | \$ 74,574 | - \$ | - ! | \$ - |
| | | \$ (83,752) | \$ 971,025 | \$ 2,563,028 | \$ 2,344,747 | \$ 1,362,469 | \$ 1,167,574 | 1,167,574 | \$ 1,125,023 | \$ 1,170,518 | \$ 1,218,306 | \$ 1,348,359 | \$ 1,421,093 | 1,472,516 \$ | - ! | \$ - |
| 41 | Curb Ramps | \$ - | | \$ - | \$ - | \$ - | \$ 4,447 | | | | | | | 115,553 \$ | - ! | |
| | | \$ (83,752) | \$ 971,025 | \$ 2,563,028 | \$ 2,344,747 | \$ 1,362,469 | \$ 1,172,020 | 1,196,870 | \$ 1,152,342 | \$ 1,197,010 | \$ 1,245,461 | \$ 1,383,907 | \$ 1,473,868 | 1,588,070 \$ | - ! | \$ - |
| | T | \$ 1,401,841 | \$ 1,438,936 | \$ 1,493,064 | \$ 1,548,980 | \$ 1,592,306 | \$ 1,914,560 | 1,490,017 | \$ 1,542,782 | \$ 1,602,913 | \$ 1,670,583 | \$ 1,851,860 | \$ 1,954,864 | 2,018,115 \$ | - ! | ς - |
| 42 | Tree Planting and Maintenance | | | | \$ 12,986 | \$ 33,281 | \$ 53,004 | 51,636 | | | | | | 182,997 \$ | - ! | |
| | | \$ 1,401,841 | \$ 1,438,936 | \$ 1,493,064 | \$ 1,561,966 | \$ 1,625,587 | \$ 1,967,563 | 1,541,653 | \$ 1,591,600 | \$ 1,650,527 | \$ 1,719,324 | \$ 1,913,049 | \$ 2,041,939 | 2,201,112 \$ | - ! | \$ - |
| | | 6 37 (00 (04 | ¢ 45.007.305 | ^ F(FF(4FF | £ 20.307.40F | £ 20.40F.044 | <u> </u> | 40 455 474 | £ 47.002.03E | £ 47.033.045 | £ 47.742.00F | £ 42.244.04 | ć 12.011.120 l | 12.250.224 6 | | |
| TOTAL STREE | TS AND TRAFFIC SAFETY | \$ 27,600,694 \$ 1,095,677 | | \$ 56,556,455 \$ 851,517 | | \$ 20,185,044 \$ 3,479,024 | \$ 15,194,444 \$ \$ 3,573,166 \$ | | | \$ 17,033,965 \$ 3,027,479 | \$ 17,742,095 \$ 2,750,942 | | | 12,359,334 \$ 1,648,474 \$ | - ! | |
| | | \$ 28,696,371 | | \$ 57,407,972 | | | | | | | | | | | - ! | |
| TRANSPORTA | TION SYSTEMS MANAGEMENT/STRA | 7 | | | | | | | | | | | | | 1. | |
| 43 | Transportation Demand Management / | \$ 450,000 | | \$ 1,686,610 \$ 22,295 | | | | | | | | | - | | - ! | |
| 13 | Parking Management | \$ 450,000 | • | | | | | | | | | | | · · · · · | - ! | • |
| | | | | | | | | | | | | | | | | |
| | Transportation/Land Use Coordination | \$ 605,278 | \$ 1,472,492 \$ - | | | | | | | | | | | 5 - \$ 5 7,192 \$ | - ! | |
| 44 | Transportation/Land use Coordination | \$ 605,278 | | | | | | | | • | | | | | - : | |
| <u> </u> | | , | . , –, = | , , , , , , , , | . ,, | , | | , | , | , | ,, | , | | ., • | | <u></u> |
| TOTAL TRANS | PORTATION SYSTEMS | \$ 1,055,278 | | | | | | | | | | | | - \$ | - ! | |
| | /STRATEGIC INITIATIVES | | \$ - \$ 2,262,492 | | \$ 172,511 \$ 3,432,511 | | | | | | | | | | - ! - ! | |
| | | ş 1,055,2/8 | \$ 2,202,49Z | 4,083,383 | 3,43Z,311 | ¢ /10,110 | 1,194,206 | 1,378,398 | 730,081 ډ | 730,961 ډ | 2 239,366 | 191,082 ډ | ا 131,005 د | \$ 608,66 | - | , - |
| | | \$ 147,819,237 | | | | | | | | | | | \$ 28,810,894 | | - ! | \$ - |
| TOTAL STRA | TEGIC PLAN | \$ 5,463,797 | | | | | | | | | | | \$ 11,107,063 | | | |
| | | \$ 153,283,034 | \$ 57,626,399 | \$ 156,095,472 | \$ 86,448,576 | \$ 81,508,804 | \$ 63,014,556 | 51,597,500 | \$ 51,304,116 | \$ 50,023,265 | \$ 48,571,022 | \$ 42,156,860 | \$ 39,917,957 | 37,063,312 \$ | 2,208,212 | \$ 5,648,766 |

| EP No. | EP Line Item | Total Available Funds | Percent of Available Funds Spent on Financing | Total Programming & Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY2018/19 |
|-----------|---|--------------------------|---|--|----------------------|-----------------------|--|--------------------------------------|--|----------------------|--------------|--------------------------------------|--------------|--|-------------------------------|-----------------------------|----------------------|----------------------------------|---------------------------|---|
| п | Bus Rapid Transit/Muni Metro Network | \$ 115,712,826 | 6.83% | Programming \$ 101,488,213 | \$ 40,020 | \$ 512,974 | \$ 449,231 | - | \$ 673,144 | \$ 1,958,944 | \$ 625,020 | \$ 3,082,000 | \$ 3,029,056 | \$ 1,886,458 | 3,120,829 | 3,305,029 | \$ 5,683,488 | \$ 8,993,789 | | \$ 6,959,980 |
| ' | bus Rapiu II alisiUmulii meti o Network | 3 113,712,820 | 0.03% | Finance Costs \$ 7,900,052 Total \$ 109,388,266 | \$ - \$ 40,020 | \$ 512,974 | \$ 449,231 | \$ 227,073 | \$ 673,144 | \$ 1,958,944 | \$ 625,020 | \$ 3,082,000 | \$ 3,029,056 | \$ 1,886,458 | 3,120,829 | 3,305,029 | \$ 5,683,488 | \$ 8,993,789 | \$ - | \$ 6,959,980 |
| 2 | Third Street Light Rail (Phase 1) | \$ 96,852,085 | 0.00% | Programming \$ 96,152,085 Finance Costs \$ - | \$ - \$ - | \$ 10,153,919 \$ - | \$ 25,336,365 \$ - | \$ 22,001,549 S | \$ 30,129,641 \$ - | \$ 2,212,398 \$ - | \$ - \$ - | \$ 294,672 \$ - | | \$ - ! \$ - ! | ; - <u>;</u> | 5 - | \$ 2,029,582 \$ - | \$ - \$ - | \$ - \$ - | \$ 327,795 \$ - |
| | | | | Total \$ 96,152,085 | \$ - | \$ 10,153,919 | \$ 25,336,365 | \$ 22,001,549 | \$ 30,129,641 | \$ 2,212,398 | \$ - | \$ 294,672 | | | - ! | - | \$ 2,029,582 | \$ - | \$ - | \$ 327,795 |
| 3 | Central Subway (Third Street Light Rail Phase 2) | \$ 126,000,000 | 0.00% | Programming \$ 126,000,000 Finance Costs \$ - Total \$ 126,000,000 | \$ - \$ - \$ - | \$ - | \$ - \$ - \$ - | \$ - ! \$ - ! \$ - ! | \$ - | \$ - | \$ - | \$ 8,441,840 \$ - \$ 8,441,840 | \$ - | \$ 56,322,241 S \$ - S \$ 56,322,241 S | 1,771,139 | - | \$ - | \$ 540,181 \$ - \$ 540,181 | \$ - | \$ - |
| 4 | Geary Light Rail | \$ - | | Programming \$ - Finance Costs \$ - | | \$ - \$ - | \$ - \$ - | \$ - ! | \$ - \$ - | | \$ - \$ - | \$ - \$ - | \$ - \$ - | \$ - ! \$ - ! | · . | - - | ···- | | \$ - \$ - | |
| · l | . , , | | | Total \$ - | • | 7 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | | | | \$ - | \$ - | |
| 5 | Downtown Extension to a Rebuilt Transbay Terminal | \$ 277,267,528 | 14.69% | Programming \$ 233,436,395 Finance Costs \$ 40,724,814 Total \$ 274,161,209 | \$ - | \$ - | \$ 32,784,000 \$ 1,304,947 \$ 34,088,947 | \$ 835,336 | \$ 12,609,714 \$ 573,722 \$ 13,183,435 | \$ 416,877 | \$ 286,215 | . , | \$ 611,199 | \$ 247,188 | 264,402 | 327,616 | \$ 206,761 | \$ 311,902 | \$ 1,001,786 | 4,858,278 5 \$ 2,391,585 7 \$ 7,249,863 |
| 6 | Electrification | \$ 23,912,429 | 21.30% | Programming \$ 20,900,000 Finance Costs \$ 5,092,794 | \$ - | | \$ - \$ - | \$ - ! | ş - | \$ - | | \$ - | \$ - | - | 3,352,430 | 2,082,931 | | | \$ 4,312,253 \$ 82,471 | \$ \$ 1,274,70 \$ 222,02 |
| | | 20,7.12,127 | 21,00% | Total \$ 25,992,794 | • | • | 7 | \$ - | * | * | * | 7 | | • | 3,352,430 | | \$ 1,228,284 | | | \$ 1,496,733 |
| 7 | Capital Improvement Program | \$ 23,212,553 | 11.33% | Programming \$ 20,100,423 Finance Costs \$ 2,628,837 Total \$ 22,729,260 | \$ - | \$ - | \$ - | \$ - : | \$ - | \$ 6,085 | \$ 10,712 | | \$ 31,427 | \$ 13,389 | 9,711 | 161,363 6,813 168,176 | \$ 1,114 | \$ - | \$ 17,338 | \$ 2,274,740 8 \$ 85,516 9 \$ 2,360,257 |
| | | | | Programming \$ 9,514,960 | | | , , | \$ 1,627,303 | | | | | | | - 1 | 71,566 | | | | \$ 2,206,46 |
| 8 | BART Station Access, Safety and Capacity | \$ 10,731,431 | 10.10% | Finance Costs \$ 1,084,366 Total \$ 10,599,326 | \$ - | \$ - | \$ - | \$ 59,080 | \$ 36,799 | \$ 12,456 | \$ 8,085 | \$ 11,065 | | \$ 2,847 | 999 | - | \$ - | \$ - | \$ - | - |
| 9 | Ferry | \$ 5,132,424 | 7.64% | Programming \$ 4,733,620 Finance Costs \$ 391,982 Total \$ 5,125,602 | \$ - | \$ - | \$ - | \$ 27,973 S \$ - S \$ 27,973 S | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | 435,500 S - S 435,500 S | - - - - | \$ - | \$ - | \$ - \$ - \$ - | |
| | Extension of Trolleybus Lines/Motor Coach Conversion | \$ 9,067,534 | 0.24% | Programming \$ 8,803,818 Finance Costs \$ 21,944 | \$ - | \$ - | Ť | \$ - ! \$ - ! | \$ - | \$ - | \$ - | \$ - \$ - | \$ - | \$ - ! | - ; | - | \$ - | \$ - | \$ - \$ - \$ - | \$ - |
| | | | | Total \$ 8,825,762 | | | s - | \$ - ! | | | · | | - | | | • | | | • | |
| 11 | F-Line Extension to Fort Mason | \$ 4,772,386 | 0.91% | Programming \$ 4,634,493 Finance Costs \$ 43,198 Total \$ 4,677,691 | \$ - | \$ - | \$ - \$ - | \$ - ! \$ - ! | - | \$ - \$ - | \$ - \$ - | \$ - \$ - | \$ - | \$ - ! | | - | \$ - | •••••• | \$ - | ····· |
| 12 | Purchase/Rehab Historic Street Cars | \$ 1,336,268 | 4.11% | Programming \$ 1,222,445 Finance Costs \$ 54,856 Total \$ 1,277,300 | \$ - | \$ - | \$ - \$ - \$ - | \$ - ! \$ - ! | \$ - \$ - \$ - | \$ - | 7 | 7 | | | - | - | \$ - | \$ - | \$ - \$ - \$ - | \$ - |
| 13 | Balboa Park BART/MUNI Station Access | \$ 9,277,518 | 5.00% | Programming \$ 8,623,524 Finance Costs \$ 464,151 Total \$ 9,087,676 | \$ - | \$ - | \$ - | \$ 26,750 S \$ - S \$ 26,750 S | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | - 5 | - | \$ - | \$ - | \$ - | \$ - |
| 1 4 4 | Relocation of Paul St to Oakdale- Caltrain Station | \$ 7,569,004 | 0.25% | Programming \$ 7,352,253 Finance Costs \$ 18,740 Total \$ 7,370,993 | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | - 5 | - | \$ - | \$ - | \$ - | *** |
| 15 | Purchase Additional Light Rail Vehicles | \$ 5,535,968 | 13.15% | Programming \$ 4,694,972 Finance Costs \$ 728,195 Total \$ 5,423,167 | \$ - | \$ - | \$ - | \$ - ! \$ - ! \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | - ; | - | \$ - | \$ - | \$ 9,819 | 5 \$ 1,500,00 0 \$ 63,97 1 \$ 1,563,97 |
| 16 | Other Transit Enhancements | \$ 12,599,099 | 7.50% | Programming \$ 11,247,658 Finance Costs \$ 944,553 Total \$ 12,192,211 | \$ - | \$ - | \$ - | \$ - : | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | - 5 | - | \$ - | \$ - | \$ - | **** |
| | Total Transit Enhancements (10-16) | \$ 50,157,777 | 4.54% | Programming \$ 46,579,163 Finance Costs \$ 2,275,637 Total \$ 48,854,799 | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | | \$ - | \$ - ! | ; - ; | - | \$ - | | \$ 9,819 | 1,655,81 5 63,97 5 1,719,79 |

| EP Line Item | Total Available Funds | Percent of Available Funds Spent on Financing | Total Programmii | ng & Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | F |
|---|--------------------------|---|------------------------------|----------------------|--------------|--------------|---------------------|------------------------|----------------------|-------------------------|-------------------------|--------------------|--------------|--------------|---------------|--|--------------------|------------|-------------------------|-------|
| | | | Programming | \$ 11,473,228 | \$ - | ć | ¢ | • | • | ć | • | s - | ć | \$ - | s - ! | s - ! | s - ! | ; - | <u> </u> | c |
| 17B New and Renovated Vehicles-BART | \$ 11,816,904 | 0.24% | Finance Costs | \$ 28,598 | \$ - | - | \$ - | \$ - | \$ - | \$ - \$ - | \$ - \$ - | \$ - \$ - | \$ - \$ - | \$ - \$ - | | , - : 5 - : | s - 5 | | • - \$ - | \$ |
| .,, | ,,, | | Total | | 7 | * | 7 | * | • | \$ - | • | * | 7 | \$ - | • | | | | • | + • - |
| | | | | | | | 11 | | | 11 | | Ш | l . | | " | <u>"</u> | | | | 1 |
| | | | Programming | \$ 411,420,695 | \$ - | \$ 1,214,347 | \$ 251,829 | \$ 7,080,702 | \$ 11,754,180 | \$ 3,008,103 | \$ 6,633,507 | \$ 9,373,767 | \$ 3,270,730 | \$ 5,846,674 | \$ 16,048,573 | 3,941,460 | \$ 26,592,499 | 50,134,849 | \$ 37,903,766 | \$ |
| 17M New and Renovated Vehicles-MUNI | \$ 463,171,264 | 9.42% | Finance Costs | \$ 43,633,743 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | - ! | \$ - 9 | - | • | \$ |
| | | | Total | \$ 455,054,438 | \$ - | \$ 1,214,347 | \$ 251,829 | \$ 7,080,702 | \$ 11,754,180 | \$ 3,008,103 | \$ 6,633,507 | \$ 9,373,767 | \$ 3,270,730 | \$ 5,846,674 | \$ 16,048,573 | 3,941,460 | \$ 26,592,499 | 50,134,849 | \$ 37,903,766 | \$ |
| | | | Programming | \$ 20,640,763 | \$ - | \$ (3,194) | \$ 56,000 | \$ - | \$ 4.786 | \$ 1,176,229 | \$ 560,987 | \$ 573,467 | \$ 1,205,859 | \$ 130,008 | \$ 297,509 | 793,907 | \$ 69,735 | 144,362 | \$ 1,970,866 | ۲ |
| 17P New and Renovated Vehicles-Caltrain | \$ 23,633,808 | 8.44% | Finance Costs | | | | \$ - | \$ - | | \$ - | \$ - | \$ - | \$ 1,203,037 | \$ 130,000 | \$ - ! | 5 - | s - 9 | | | Ś |
| | | | Total | | | \$ (3,194) | \$ 56,000 | \$ - | \$ 4,786 | \$ 1,176,229 | \$ 560,987 | \$ 573,467 | \$ 1,205,859 | \$ 130,008 | \$ 297,509 | \$ 793,907 | \$ 69,735 | 144,362 | \$ 1,970,866 | \$ |
| | | | | | | | | | | | | | | | · | | | | | |
| New and Renovated Vehicles- | | | Programming | | | \$ - | \$ - | \$ - | \$ - | · · | \$ - | | • | \$ - | | \$ - ! | \$ - ! | - | • | - |
| Discretionary | \$ 82,718,329 | 17.08% | Finance Costs | | | * | \$ - | \$ - | \$ - | \$ - | \$ - | T | * | \$ - | • | - ! | \$ - 9 | | • | \$ |
| | | | Total | \$ 91,116,534 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - \$ | - | \$ - | \$ |
| | | | Programming | \$ 520,524,979 | \$ - | \$ 1,211,153 | \$ 307.829 | \$ 7,080.702 | \$ 11,758,966 | \$ 4,184.332 | \$ 7,194.495 | \$ 9,947.234 | \$ 4,476.590 | \$ 5,976.681 | \$ 16,346,082 | \$ 4,735,367 | \$ 26,662.235 | 50,279,211 | \$ 39,874,632 | S |
| Vehicles Subtotal | \$ 581,340,306 | 10.28% | Finance Costs | | | | \$ - | | | \$ - | \$ - | | | \$ - | | \$ - ! | \$ - 5 | - | \$ - | + |
| | | | Total | \$ 580,307,140 | \$ - | \$ 1,211,153 | \$ 307,829 | \$ 7,080,702 | \$ 11,758,966 | \$ 4,184,332 | \$ 7,194,495 | \$ 9,947,234 | \$ 4,476,590 | \$ 5,976,681 | \$ 16,346,082 | 4,735,367 | \$ 26,662,235 | 50,279,211 | \$ 39,874,632 | \$ |
| | | | | | | | | | | | | | | | | | | | | |
| T | ¢ 2 545 844 | 0.00% | Programming | \$ 2,448,531 | | \$ 607,194 | \$ 378,938 | | | | \$ 207,010 | | | \$ - | - | - ! | | | • | - |
| 18 Trolleybus wheelchair-lift O&M | \$ 2,515,844 | 0.00% | Finance Costs Total | \$ - \$ 2,448,531 | \$ - \$ - | \$ 607,194 | \$ 378,938 | \$ - \$ 533,000 | \$ - \$ 219,102 | \$ - \$ 142,990 | \$ - \$ 207,010 | \$ - \$ 360,297 | • | \$ - \$ - | | 5 - ! 5 - ! | \$ - \$ \$ - \$ | | • | \$ |
| | | | Total | 2,440,551 | , | \$ 007,174 | \$ 370,730 | \$ 333,000 | \$ 217,102 | \$ 142,770 | 207,010 | 3 300,277 | 7 | , | | , - | · , | , - | · - | 7 |
| | | | Programming | \$ 5,168,000 | \$ - | \$ 1,240,000 | \$ 1,184,000 | \$ 1,084,000 | \$ 977,000 | \$ 683,000 | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - ! | \$ - 5 | ; - | \$ - | \$ |
| 19 F-Line O&M | \$ 5,088,090 | 0.00% | Finance Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - ! | \$ - \$ | - | \$ - | \$ |
| | | | Total | \$ 5,168,000 | \$ - | \$ 1,240,000 | \$ 1,184,000 | \$ 1,084,000 | \$ 977,000 | \$ 683,000 | \$ - | \$ - | \$ - | \$ - | \$ - ! | - ! | \$ - \$ | - | \$ - | \$ |
| | | | Drogramming | \$ 528,141,510 | c | ¢ 2.059.247 | \$ 1,870,767 | ¢ 9 407 702 | ¢ 42.0EE.049 | \$ 5,010,322 | ¢ 7.401.505 | ¢ 10 207 521 | ¢ 4.474 E00 | ¢ = 074 494 | \$ 16,346,082 | \$ 4,735,367 | ¢ 24 442 225 (| 50,279,211 | \$ 39,874,632 | ¢ |
| Total Vehicles | \$ 588,944,239 | 10.15% | Programming Finance Costs | | | . , , | \$ 1,870,767 | \$ 6,097,702 | \$ 12,733,008 | \$ 3,010,322 | \$ 7,401,303 | \$ 10,307,331 | \$ 4,476,390 | \$ 3,970,081 | | \$ 4,733,307 | \$ - 5 | 5 - | \$ 37,874,632 | _ |
| | | | Total | \$ 587,923,671 | \$ - | \$ 3,058,347 | \$ 1,870,767 | \$ 8,697,702 | \$ 12,955,068 | \$ 5,010,322 | \$ 7,401,505 | \$ 10,307,531 | \$ 4,476,590 | \$ 5,976,681 | \$ 16,346,082 | 4,735,367 | \$ 26,662,235 | 50,279,211 | \$ 39,874,632 | \$ |
| | ı | | | | | | T | | | | | 1 | | | | | | | | , |
| Rehab/Upgrades Existing facilities- | ¢ 4.050.453 | 2.720/ | Programming | | | - | - | \$ 236,864 | | | · | | • | \$ - | • | | · | | • | + |
| BART | \$ 1,959,653 | 3.72% | Finance Costs Total | | | • | • | \$ 5,021 \$ 241,885 | | | | | | \$ - \$ - | • | 5 - ! 5 - ! | \$ - \$ \$ - \$ | | \$ - \$ - | ٠. |
| | Į. | | Total | 3 1,713,234 | , - | 7 | 7 | \$ 241,005 | 3 132,000 | 3 1,013 | 7 / 72 | 3 0/3 | 7 | , | , | , - | , , | , - | , - | 7 |
| | | | Programming | \$ 69,161,046 | \$ - | \$ 800,780 | \$ 35,784 | \$ 174,116 | \$ 577,391 | \$ 787,633 | \$ 95,861 | \$ 1,176,506 | \$ 2,624,947 | \$ 1,913,212 | \$ 4,667,074 | \$ 3,761,805 | \$ 2,015,158 | 5,017,155 | \$ 10,769,783 | \$ |
| 20M Rehab/Upgrades Existing facilities-MUNI | \$ 79,039,326 | 9.84% | Finance Costs | \$ 7,774,557 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - ! | \$ - 9 | - | \$ 23,436 | \$ |
| | | | Total | \$ 76,935,603 | \$ - | \$ 800,780 | \$ 35,784 | \$ 174,116 | \$ 577,391 | \$ 787,633 | \$ 95,861 | \$ 1,176,506 | \$ 2,624,947 | \$ 1,913,212 | \$ 4,667,074 | 3,761,805 | \$ 2,015,158 | 5,017,155 | \$ 10,793,220 | \$ |
| | T | | Programming | ¢ 4.712.004 | \$ - | ל פרי | ¢ (44 447) | ¢ 27 207 | \$ 2,279,311 | ¢ 240 0E0 | ¢ 202 0/2 | ¢ 204 720 | \$ 440.023 | ¢ 2.050 | \$ 10.147 | <u>. </u> | s - s | | t 4E2 222 | ¢ |
| Rehab/Upgrades Existing facilities- | \$ 7,943,592 | 12.68% | Finance Costs | | | | \$ (41,416) \$ - | \$ 27,287 \$ - | \$ 2,279,311 | \$ 368,859 \$ 19,368 | \$ 392,863 \$ 14,470 | | | | | 5 - ! 5 7,245 ! | | | \$ 453,322 \$ 10,721 | 1 |
| Caltrain | . ,,.,- | | Total | | | • | * | * | | | | - | | | | | | | | |
| | | | | • | | | | • | | | • | | | - 1 | | | | · | | |
| Rehab/Upgrades Existing facilities- | | | Programming | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | ş - ! | \$ - ! | - | ş - | \$ |
| Discretionary | \$ 9,856,587 | 0.97% | Finance Costs | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 7 | \$ - ! | - ! | \$ - 5 | - | \$ - | \$ |
| | | | Total | \$ 9,631,733 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | - ! | \$ - \$ | - | \$ - | \$ |
| | | | Programming | \$ 87,250,411 | \$ - | \$ 801,032 | \$ (5,633) | \$ 438,267 | \$ 3,003,453 | \$ 1,156,493 | \$ 488,724 | \$ 1,573,235 | \$ 2,735,779 | \$ 1,916,071 | \$ 4,677,221 | 3,761,805 | \$ 2,015,158 | 5,017,155 | \$ 11,223,105 | \$ |
| Facilities Subtotal | \$ 98,799,157 | 9.06% | Finance Costs | \$ 8,950,612 | | | \$ - | \$ 5,021 | \$ 47,929 | \$ 20,980 | \$ 15,211 | \$ 29,970 | \$ 24,661 | \$ 10,273 | \$ 8,091 | | | | | _ |
| | | | Total | \$ 96,201,024 | \$ - | \$ 801,032 | \$ (5,633) | \$ 443,289 | \$ 3,051,382 | \$ 1,177,473 | \$ 503,935 | \$ 1,603,205 | \$ 2,760,440 | \$ 1,926,344 | \$ 4,685,312 | 3,769,051 | \$ 2,017,903 | 5,019,901 | \$ 11,257,262 | \$ |
| | Т | 1 | | <u> </u> | | | | A A | | | . : | 1. | | • | | | | | | |
| 21 Muni MMX O&M | \$ 16,518,835 | 0.00% | Programming | | | | | | \$ 3,151,000 \$ - | | \$ 1,897,480 \$ - | | | | | | | | \$ - | 1 |
| ZI MUII MMA OUM | 0,010,035 ب | 0.00% | Finance Costs Total | | • | | • | - | \$ 3,151,000 | • | • | • | | · | • | \$ - ! \$ - ! | | | • | + - |
| | | | 10.01 | | 7 | ,500,000 | - 5,517,000 | , .,,,,,,,, | ,151,000 | .10,525 | ,577,-100 | T | - | 7 | - | · | · . | | т | |
| | | | Programming | \$ 104,031,411 | | | | | | | | | | | \$ 4,677,221 | 3,761,805 | \$ 2,015,158 | 5,017,155 | \$ 11,223,105 | \$ |
| Total Facilities | \$ 115,317,992 | 7.76% | Finance Costs | | | | | | \$ 47,929 | | | | | | | | | | • | _ |
| | | | Total | \$ 112,982,024 | ٠ . | \$ 4 801 032 | \$ 3.813.367 | \$ 3,940,289 | \$ 6,202,382 | \$ 1,593,993 | \$ 2,401,415 | \$ 1,603,205 | \$ 2,760,440 | \$ 1,926,344 | \$ 4.685.312 | 3.769.051 | \$ 2,017,903 | 5.019.901 | \$ 11.257.262 | 5 |

| EP Line Item | Total Available Funds | Percent of Available Funds Spent on Financing | Total Programmir | ng & Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY |
|--|--|---|--|---|--|---|--|---|--|--|--|--|--|--|--|---|--|--|---|--|
| | | | Programming | \$ 7,014,003 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - S | \$ 1,178,950 \$ | - \$ | 252,662 \$ | 157,338 | \$ |
| 22B Guideways-BART | \$ 7,189,988 | 1.34% | Finance Costs | \$ 96,505 | \$ - | • | • | \$ - \$ - | | \$ - ! \$ - ! | \$ - \$ - | \$ - \$ - | - | \$ - \$ - | | \$ - \$ | - \$ | - \$ | - | \$ |
| L | | | Total | \$ 7,110,308 | \$ - | , - | \$ - | \$ - | - | \$ - : | - | \$ - | \$ - | \$ - | • - ; | 3 1,178,930 3 | - \$ | 252,662 \$ | 157,338 | \$ |
| Cuidousus MINI | \$ 286,161,526 | 3.59% | Programming | | | | | \$ 3,674,641 | | \$ 3,006,872 | | | | | | | | | 29,791,924 | |
| 22M Guideways-MUNI | \$ 200,101,520 | 3.39% | Finance Costs Total | | | | · | \$ - \$ 3,674,641 | | - | | · | | | \$ - \$ \$ 4,901,340 \$ | | 7,171,839 \$ | - \$ 7,737,728 \$ | 29,791,924 | |
| | | | . | | | | | | | | | 1 | | | | | 1 | ' | | |
| 22P Guideways-Caltrain | \$ 28,657,238 | 9.60% | Programming Finance Costs | | | | _ | | | \$ 283,493 | | \$ 493,856 | \$ 1,797,337 \$ - | | | \$ 1,403,642 \$ \$ - \$ | 392,469 \$ | 574,112 \$ | 3,768,607 3,419 | |
| | . , , | | Total | | | | • | \$ 570,290 | | • | \$ 535,001 | · | \$ 1,797,337 | | | | | 574,112 \$ | | |
| ı | | | Programming | \$ 33,986,342 | \$ - | \$ - | \$ - | \$ - | ş - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - 5 | s - s | - \$ | - \$ | - | • |
| 22U Guideways-Discretionary | \$ 35,744,512 | 4.15% | Finance Costs | | | | - | | ş - | \$ - ! | | | \$ - | \$ - | | · · · | | - \$ | - | |
| <u> </u> | | | Total | \$ 35,471,468 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - \$ | s - \$ | - \$ | - \$ | - | \$ |
| | | | Programming | \$ 338,957,395 | \$ - | \$ 124,584 | \$ 1,214,369 | \$ 4,244,930 | \$ 1,283,593 | \$ 3,290,366 | \$ 7,488,540 | \$ 4,840,536 | \$ 7,515,225 | \$ 8,229,196 | \$ 5,769,694 | \$ 11,647,443 \$ | 7,564,308 \$ | 8,564,502 \$ | 33,717,870 | \$ |
| Total Guideways | \$ 357,753,264 | 4.08% | Finance Costs Total | | | - | | | • | | • | | | | | | | | 3,419 33,721,289 | • |
| | | | 1 Otal | \$ 353,559,849 | \$ - | \$ 124,384 | \$ 1,214,369 | \$ 4,244,930 | 1,283,393 | \$ 3,290,366 | 7,488,540 | \$ 4,840,536 | \$ 7,313,223 | \$ 8,229,196 | \$ 5,769,694 \$ | \$ 11,647,443 \$ | 7,564,308 \$ | 8,364,302 \$ | 33,721,289 | > |
| Total System Maintenance and Renovation (Vehicles, Facilities, and | | / | Programming | | | | | | | | | | | | | | 36,241,701 \$ | | | |
| Guideways) | \$ 1,062,015,494 | 7.85% | Finance Costs Total | \$ 83,335,227 \$ 1,054,465,544 | | • | - | | | \$ 20,980 5 | | | | | | | 2,744 \$ | | | |
| | | | | | | | | | | | | | | | | | | | | |
| NSIT | \$ 1,790,994,548 | 8.01% | | \$ 1,630,035,175 \$ 143,433,708 | | | \$ 65,492,558 \$ 1,304,947 | | | \$ 37,559,320 S \$ 456,398 S | | | | | \$ 52,502,806 \$ \$ 283,203 \$ | | | 98,324,957 \$ 327,701 \$ | 108,874,504 1,148,991 | _ |
| | * ',''' | | | \$ 1,773,468,884 | | | | | | | | | | | \$ 52,786,009 | | 77,996,158 \$ | | | |
| IT | | | Programming | \$ 205,650,276 | \$ - | ¢ . | \$ 10.240.000 | \$ 9,670,000 | \$ 9.670.000 | \$ 9,670,000 | \$ 9.472.770 | ¢ 7 904 992 | \$ 8,467,195 | \$ 7,724,438 | \$ 10,119,792 | 9,670,000 | 10,193,010 \$ | 9,472,624 \$ | 9,631,220 | ć |
| 23 Paratransit | \$ 235,508,262 | 12.48% | Finance Costs | | \$ - | | \$ 471,349 | | | \$ 224,389 | | | | | | | 92,579 \$ | 132,828 \$ | | |
| | | | Total | \$ 235,031,943 | \$ - | \$ - | \$ 19,811,349 | \$ 10,335,110 | \$ 10,102,144 | \$ 9,894,389 | \$ 8,647,364 | \$ 8,153,981 | \$ 8,798,579 | \$ 7,884,915 | \$ 10,279,098 | 9,850,946 | 10,285,589 \$ | 9,605,452 \$ | 10,066,462 | \$ |
| | | | Programming | \$ 205,650,276 | \$ - | \$ - | \$ 19,340,000 | \$ 9,670,000 | 9,670,000 | \$ 9,670,000 | \$ 8,472,779 | \$ 7,806,883 | \$ 8,467,195 | \$ 7,724,438 | \$ 10,119,792 | 9,670,000 \$ | 10,193,010 \$ | 9,472,624 \$ | 9,631,220 | \$ |
| TRANSIT | \$ 235,508,262 | 12.48% | Finance Costs | \$ 29,381,667 | \$ - | \$ - | \$ 471,349 | \$ 665,110 | \$ 432,144 | \$ 224,389 | \$ 174,585 | \$ 347,098 | \$ 331,385 | \$ 160,477 | \$ 159,306 \$ | \$ 180,946 \$ | 92,579 \$ | 132,828 \$ | 435,243 | \$ |
| D TRAFFIC SAFETY | | | Total | \$ 235,031,943 | \$ - | \$ - | \$ 19,811,349 | \$ 10,335,110 | 10,102,144 | \$ 9,894,389 | \$ 8,647,364 | \$ 8,153,981 | \$ 8,798,579 | \$ 7,884,915 | \$ 10,279,098 \$ | 9,850,946 | 10,285,589 \$ | 9,605,452 \$ | 10,066,462 | \$ |
| Coldon Cata Bridge South Assess | | | Programming | \$ 69,094,362 | \$ 70,000 | \$ 4,740,679 | | · | | \$ 1,036,835 | | | | | | | | 839,862 \$ | 556,057 | \$ |
| (Doyle Drive) | \$ 92,383,627 | 9.24% | Finance Costs Total | | | \$ 458,997 \$ 5,199,676 | | | | - | | \$ 153,547 | | | \$ 91,969 \$ \$ 2,242,736 \$ | | 94,224 \$ | 122,209 \$ 962,071 \$ | | |
| | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | , ,,,,,, | v 0,,0.0 | ¥ .5,5.5 | * 555,525 | 1,070,700 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ¥ .5,5 .5,757 | 7,012,207 | ¥ 5,172,615 | 2,2 12,7 00 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 21,721,121 \$ | 702,071 | 7.13,222 | |
| 25 Bernal Heights Street System Upgrading | \$ 2,552,000 | 0.00% | Programming Finance Costs | | | | \$ 927,000 \$ - | \$ 556,200 \$ - | | | | \$ 373,779 \$ - | | | | \$ - \$ \$ - \$ | | - \$ - \$ | | |
| 23 Service resigned by the control of the control o | 2,002,000 | 0,00% | Total | | • | • | * | • | | | \$ 317,361 | 7 | • | | | | | - \$ | | _ |
| | | | B | 5 2044 (24 | | • | | • | * | | ^ | | | | C 27.055 (| 24 527 6 | 03.605 6 | 27.027 6 | 20 727 | _ |
| 26 Great Highway Erosion Repair | \$ 2,367,914 | 1.65% | Programming Finance Costs | | | | _ | \$ - \$ - | | | \$ - \$ - | | | | | | | 27,037 \$ | | |
| | | | Total | | | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ 27,855 | \$ 21,527 \$ | 93,695 \$ | 27,037 \$ | 28,737 | \$ |
| | | | Programming | \$ 16,996,290 | \$ - | \$ - | \$ 31,931 | \$ 68,069 | \$ 50,000 | \$ 34,718 | \$ - | \$ 15,000 | \$ 9,080 | \$ 50,283 | \$ 37,731 | \$ 245,735 \$ | 244,853 \$ | 58,634 \$ | 534,620 | \$ |
| 27 Visitacion Valley Watershed | \$ 17,496,899 | 0.68% | Finance Costs | \$ 118,645 | \$ - | | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - \$ | \$ - \$ | - \$ | - \$ | - | \$ |
| | | | Total | \$ 17,114,935 | \$ - | \$ - | \$ 31,931 | \$ 68,069 | \$ 50,000 | \$ 34,718 | \$ - | \$ 15,000 | \$ 9,080 | \$ 50,283 | \$ 37,731 | \$ 245,735 \$ | 244,853 \$ | 58,634 \$ | 534,620 | \$ |
| | | | Programming | \$ 2,000,000 | \$ - | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - 5 | s - \$ | - \$ | - \$ | - | \$ |
| | | | | | | | | | | | | _ | \$ - | \$ - | \$ - 9 | s - \$ | - \$ | - S | | \$ |
| 28 Illinois Street Bridge | \$ 2,000,000 | 0.00% | Finance Costs | | 7 | 7 | 7 | • | | • | • | • | • | | ٠ . ٥ | | - (| - 5 | - | Ś |
| 28 Illinois Street Bridge | \$ 2,000,000 | 0.00% | | | т | \$ - \$ 2,000,000 | 7 | • | | • | • | • | • | \$ - | \$ - \$ | s - s | - \$ | - \$ | | \$ |
| | | | Finance Costs Total Programming | \$ 2,000,000 | \$ - | \$ 2,000,000 | \$ - | \$ - | - \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ - \$ | s - \$ | - \$ | - \$ | - | \$ |
| 28 Illinois Street Bridge 29 Golden Gate Park/SR1Traffic Study | \$ 2,000,000 | 0.00% | Finance Costs Total | \$ 2,000,000 \$ - \$ - | \$ - \$ - | \$ 2,000,000 \$ - \$ - | \$ - \$ - | \$ - \$ - \$ - | \$ - \$ - | \$ - ! \$ - ! | \$ - \$ - \$ - | \$ - \$ - | \$ - \$ - \$ - | \$ - | \$ - \$ \$ - \$ | \$ - \$ \$ - \$ | - \$ - \$ | ' | | \$ \$ |
| | | | Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! | \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ \$ - \$ \$ - \$ | \$ - \$ \$ - \$ \$ - \$ | - \$ - \$ - \$ | - \$ - \$ - \$ | | \$ \$ \$ |
| | | | Finance Costs Total Programming Finance Costs Total Programming | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - ! \$ - ! \$ - ! \$ - ! | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ \$ - \$ \$ - \$ | \$ - \$ \$ - \$ \$ - \$ | - \$ - \$ - \$ | - \$ - \$ - \$ | | \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study | \$ 233,292 | 0.00% | Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | 5 - 5 - 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! \$ - ! | \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ \$ - \$ \$ - \$ \$ - \$ | 5 - \$ 5 - \$ 5 - \$ 5 - \$ | - \$ - \$ - \$ | - \$ - \$ - \$ | - - - - - 131,266 | \$ \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study | \$ 233,292 | 0.00% | Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 | \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 | 5 - 5 - 5 - 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! \$ - ! \$ 5 - ! \$ 87,093 ! | \$ - \$ - \$ - \$ - \$ - \$ - \$ 95,867 | \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 | \$ - \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 | \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ | 5 - 5 5 - 5 5 - 5 5 - 5 5 - 5 5 - 5 | - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ 172,603 \$ - \$ 172,603 \$ | - - - - 131,266 - 131,266 | \$ \$ \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study | \$ 233,292 | 0.00% | Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 \$ 27,150,691 \$ 493,528 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 | \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ - \$ 36,500 | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! \$ - ! \$ 87,093 ! \$ 87,093 ! \$ 121,811 ! \$ - ! | \$ - \$ - \$ - \$ - \$ - \$ 95,867 \$ 95,867 \$ 413,228 \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 \$ 247,942 \$ - | \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ | 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 6 - \$ 6 - \$ 7 - \$ 8 - \$ 9 | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - - - - 131,266 - 131,266 | \$ \$ \$ \$ \$ \$ |
| Golden Gate Park/SR1Traffic Study 30 Other Upgrades to Major Arterials | \$ 233,292 \$ 4,146,765 | 0.00% 8.10% | Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 \$ 27,150,691 \$ 493,528 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 | \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ - \$ 36,500 | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! \$ - ! \$ 87,093 ! \$ 87,093 ! \$ 121,811 ! \$ - ! | \$ - \$ - \$ - \$ - \$ - \$ 95,867 \$ 95,867 \$ 413,228 \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 \$ 247,942 \$ - | \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ | 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 6 - \$ 6 - \$ 7 - \$ 8 - \$ 9 | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ 172,603 \$ - \$ 172,603 \$ 258,274 \$ | - - - - 131,266 - 131,266 | \$ \$ \$ \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study 30 Other Upgrades to Major Arterials | \$ 233,292 \$ 4,146,765 | 0.00% 8.10% | Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 \$ 27,150,691 \$ 493,528 \$ 27,644,218 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ - \$ 36,500 | \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ - \$ 36,500 \$ - \$ 36,500 | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! \$ - ! \$ 87,093 ! \$ 87,093 ! \$ 121,811 ! \$ - ! | \$ - \$ - \$ - \$ - \$ 95,867 \$ 95,867 \$ 413,228 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 \$ - \$ 115,285 \$ - \$ 115,285 | \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 \$ 247,942 \$ - \$ 247,942 | \$ - \$ \$ | 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 6 - \$ 7 - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 131,266 - 131,266 - 131,266 | \$ \$ \$ \$ \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study 30 Other Upgrades to Major Arterials | \$ 233,292 \$ 4,146,765 | 0.00% 8.10% | Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 \$ 27,150,691 \$ 493,528 \$ 27,644,218 \$ 38,494,493 \$ 1,835,073 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,370,800 \$ 2,370,800 \$ 566,645 \$ - | \$ - \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ - \$ 395,431 \$ - \$ 995,431 \$ - \$ 995,431 | \$ - \$ - \$ 5 | \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | \$ - ! \$ - ! \$ - ! \$ - ! \$ 87,093 ! \$ 121,811 ! \$ 121,811 ! \$ 2,434,007 ! \$ 865 ! | \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 \$ - \$ 115,285 \$ - \$ 115,285 | \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 \$ - \$ 247,942 \$ - \$ 247,942 \$ - \$ 1,306,666 \$ - | \$ - \$ \$ | 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 6 - \$ 6 - \$ 7 - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 131,266 - 131,266 - 131,266 694,624 - 694,624 | \$ \$ \$ \$ \$ \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study 30 Other Upgrades to Major Arterials Total New and Upgraded Streets | \$ 233,292 \$ 4,146,765 \$ 121,180,497 | 0.00% | Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 \$ 27,150,691 \$ 493,528 \$ 27,644,218 \$ 38,494,493 \$ 1,835,073 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,370,800 \$ 2,370,800 \$ 566,645 \$ - | \$ - \$ - \$ - \$ - \$ - \$ 36,500 \$ 36,500 \$ - \$ 36,500 \$ 36,500 \$ - \$ 36,500 \$ 36,500 \$ - \$ 36,500 \$ 36,500 \$ - \$ 36,500 \$ - \$ 36,500 \$ - 36,500 \$ - 36,500 \$ - 36,500 \$ 36,500 \$ - 36,500 \$ - 36,500 \$ 36,500 \$ - 36,500 \$ - 36,500 \$ 36,500 \$ 36,50 | \$ - \$ - \$ 5 | \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | \$ - ! \$ - ! \$ - ! \$ 87,093 ! \$ 87,093 ! \$ 121,811 ! \$ 121,811 ! \$ 2,434,007 ! | \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 \$ - \$ 115,285 \$ - \$ 115,285 | \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 \$ - \$ 247,942 \$ - \$ 247,942 \$ - \$ 1,306,666 \$ - | \$ - \$ \$ | 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 6 - \$ 6 - \$ 7 - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 131,266 - 131,266 - 131,266 694,624 - 694,624 | \$ \$ \$ \$ \$ \$ \$ \$ |
| 29 Golden Gate Park/SR1Traffic Study 30 Other Upgrades to Major Arterials Total New and Upgraded Streets | \$ 233,292 \$ 4,146,765 \$ 121,180,497 | 0.00% | Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total Programming Finance Costs Total | \$ 2,000,000 \$ - \$ - \$ - \$ 3,562,192 \$ 335,819 \$ 3,898,011 \$ 27,150,691 \$ 493,528 \$ 27,644,218 \$ 38,494,493 \$ 1,835,073 \$ 40,329,565 \$ 19,739,875 | \$ - \$ - \$ - \$ - \$ - \$ 5 | \$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,370,800 \$ 2,370,800 \$ 566,645 \$ 566,645 \$ 35,903 | \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ 995,431 \$ - \$ 995,431 \$ - \$ 530,220 \$ - \$ 530,220 | \$ - \$ - \$ - \$ - \$ 36,500 \$ - \$ 36,500 \$ 660,769 \$ - \$ 660,769 \$ - \$ 682,397 \$ - \$ 682,397 | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - ! \$ - ! \$ - ! \$ 87,093 ! \$ 87,093 ! \$ 121,811 ! \$ - ! \$ 121,811 ! \$ 2,434,007 ! \$ 865 ! \$ 2,434,872 ! | \$ - \$ - \$ - \$ 95,867 \$ - \$ 95,867 \$ 413,228 \$ - \$ 413,228 \$ 719,816 \$ - \$ 719,816 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 100,761 \$ - \$ 100,761 \$ 115,285 \$ - \$ 115,285 \$ - \$ 1,079,669 \$ - \$ 1,079,669 | \$ - \$ - \$ - \$ - \$ 197,660 \$ - \$ 197,660 \$ 247,942 \$ - \$ 247,942 \$ 1,306,666 \$ - \$ 1,306,666 | \$ - \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5 - 5 5 - 5 5 - 5 5 - 5 5 - 5 5 - 5 6 - 5 6 - 5 6 - 5 7 - 7 8 - 7 9 | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | - 131,266 - 131,266 - 131,266 - 694,624 - 694,624 - 1,590,297 - 1,590,297 | \$ \$ \$ \$ \$ \$ \$ \$ \$ |

| The control of the co | | | | | | | | | | -penditure run | | , | | | | | | | | |
|---|--|------------------|---------------------------------------|-----------------------------------|------------|---------------|----------------|---|---|------------------|-------------|---------------|----------------|----------------|---------------------------|---|----------------|---|---|--------------|
| 1 | EP Line Item | | Funds Spent on | Total Programming & Finance Costs | FY2003/04 | FY2004/05 | FY2005/06 | FY2006/07 | FY2007/08 | FY2008/09 | FY2009/10 | FY2010/11 | FY2011/12 | FY2012/13 | FY2013/14 | FY2014/15 | FY2015/16 | FY2016/17 | FY2017/18 | FY2018/19 |
| 1 | | | | | | Ι. | | | | | | | | | | | Γ. | 1. | | |
| Total State Part State | as Simple and Simple | £ 402 524 020 | 4.25% | | | | \$ 3,848,671 | | | | | | _ | \$ 947,122 | \$ 1,450,099 \$ | 1,607,637 \$ | 1,514,962 \$ | 3,218,153 | | |
| Properties Pro | 33 Signals and Signs | \$ 102,531,829 | 1.35% | | | | \$ - | | | | | T | 7 | 5 - | \$ - \$ | - \$ | - \$ | 2 240 452 6 | | • |
| Marche | | | | 10tal \$ 101,293,278 | \$ - | \$ 22,025 | \$ 3,848,671 | \$ 4,806,710 | 3,/32,239 | \$ 3,109,294 \$ | 825,098 | \$ 273,289 | \$ 431,494 | \$ 947,122 | \$ 1,450,099 \$ | 1,607,637 \$ | 1,514,962 \$ | 3,218,153 | 2,098,352 | 2,077,434 |
| Marche | | | | D | | ¢ 2 555 220 | ¢ 44 E0E 404 | £ 0.037.040 | 0 (40 7(0 | C 0.057.740 C | 2 252 502 | Ć 4.034.00E | ć 2.200.000 | ć 4 444 430 | ć 2.400.20 7 ć | 05/ 3/0 6 | //7.04E C | 4 07 4 480 | 2 040 727 | £ 272 (0 |
| The second proper and Change Spillson Park S | Street Resurfacing, Rehabilitation, an | id c 137 992 211 | 8 86% | | | \$ 2,555,228 | | | | | | | | | | | | | | |
| Property Control Property | Maintenance | 137,772,211 | 0.00% | | | \$ 2555 228 | | | | | | | | | | | | | • | |
| 1 | | | · · · · · · · · · · · · · · · · · · · | | 1 * | ¥ 2,000,220 | ¥ .2,0,0,, | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ¥ 7,2.5,555 ¥ | 2, 107, 200 | ¥ 2,.5.,522 | 2,000,110 | · .,2, | · 0,2,0,02. | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | \$75, IZ5 \ \ | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | , .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | - 5,555,51 |
| 1 | | | | Programming \$ 25.833.579 | \$ - | \$ 795.000 | \$ 533.625 | \$ 575.081 | 329.589 | \$ 158.381 \$ | 410.333 | \$ 407.092 | \$ 585.648 | \$ 1,419,294 | \$ 518.037 \$ | 796.074 \$ | 1.370.004 \$ | 628.818 | 1.548.514 | \$ 48,80 |
| Emission in Supering and Supering Super | 35 Street Repair and Cleaning Equipmen | t \$ 26,595,287 | 0.94% | | | | | \$ - 9 | | | | | \$ - | \$ - | \$ - \$ | | - \$ | - 9 | | ş - |
| A | | | | | | | | \$ 575,081 | 329,589 | \$ 158,381 \$ | 410,333 | \$ 407,092 | \$ 585,648 | \$ 1,419,294 | \$ 518,037 \$ | 796,074 \$ | 1,370,004 \$ | 628,818 | 1,548,514 | \$ 48,80 |
| A | | • | | | | | | | | | | | | | | <u> </u> | <u> </u> | <u> </u> | | |
| ## OBJA P. A. 19 P | Embarcadoro Boadway Incremental | | | Programming \$ 2,149,645 | \$ - | \$ 500,000 | \$ 477,000 | \$ 436,998 | 394,000 | \$ 341,647 \$ | - | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - \$ | - 5 | - ! | ; - |
| Projection of Strong Strate Projection Strate S | 36 O&M | \$ 2,115,207 | 0.00% | Finance Costs \$ - | \$ - | \$ - | \$ - | \$ - ! | - | \$ - \$ | | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - \$ | - | - : | ; - |
| Secretary (1988) | | | | Total \$ 2,149,645 | \$ - | \$ 500,000 | \$ 477,000 | \$ 436,998 | 394,000 | \$ 341,647 \$ | - | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - \$ | - 5 | - 9 | <u>;</u> - |
| Secretary (1988) | | 1 | 1 | | | | | | | | | | | | | | | | | |
| From the fine part of the part | Pedestrian and Bicycle Facility | \$ 20.204.402 | 2 279/ | | | | \$ 495,880 | \$ 590,800 | | | | | | | | | | 610,854 | | |
| Programmin | Maintenance | \$ 20,296,403 | 2.21% | | | | \$ - | \$ - : | | | | | • | | | | | - ; | | • |
| Primate Conting Primate Co | | | | 10tat \$ 19,351,941 | , - | \$ 6,427 | \$ 495,880 | \$ 590,800 ; | 334,446 | \$ 1,100,420 \$ | 619,214 | \$ 363,709 | \$ 601,174 | \$ 552,612 | \$ 696,271 | 493,320 \$ | 369,960 3 | 610,654 | 234,963 | , 33,92 |
| Primate Conting Primate Co | | | | Programming \$ 64 188 751 | ς - | \$ 844 629 | \$ 534 995 | \$ 1 226 670 | 1 122 376 | \$ 727 997 \$ | 350 585 | \$ 1 235 832 | \$ 1 184 616 | \$ 1 312 942 | \$ 967.649 | 1 195 895 \$ | 966 874 \$ | 384 173 | 1 259 187 | \$ 2 153 27 |
| Total 1 Programmin 5 19 (2) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1 | 38 Traffic Calming | \$ 70,920,764 | 8.23% | | | | \$ - | \$ - 5 | | | | | \$ - | \$ - | s - s | | - S | - 9 | | \$ - |
| Poster Concision and Safety S 3,194,394 7,818 Timeser Cons. S 3,194,394 S S S S S S S S S | _ | | | | | \$ 844,629 | \$ 534,995 | \$ 1,226,670 | 1,122,376 | \$ 727,997 \$ | 350,585 | \$ 1,235,832 | \$ 1,184,616 | \$ 1,312,942 | \$ 967,649 \$ | 1,195,895 \$ | 966,874 \$ | 384,173 | 1,259,187 | \$ 2,153,27 |
| Poster Concision and Safety S 3,194,394 7,818 Timeser Cons. S 3,194,394 S S S S S S S S S | <u></u> | • | | ' | | | 1 | <u>'</u> | | | | | | | | <u>'</u> | • | • | | - |
| Figure 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | Programming \$ 29,103,139 | \$ - | \$ 302,872 | \$ 326,497 | \$ 536,091 | 576,622 | \$ 283,131 \$ | 521,503 | \$ 848,697 | \$ 1,182,644 | \$ 1,166,829 | \$ 520,153 \$ | 468,057 \$ | 1,640,884 \$ | 1,085,246 | 327,583 | \$ 368,43 |
| ## Curb Ramps \$ 27,781,747 \$.595 Frogramming \$ 24,333,878 \$ | 39 Bicycle Circulation and Safety | \$ 32,194,294 | 7.81% | Finance Costs \$ 2,514,806 | \$ - | \$ - | \$ - | \$ - ! | ; - | \$ - \$ | ; - | * | \$ - | \$ - | \$ - \$ | - \$ | - \$ | - 9 | | ; - |
| ## Policy Flance Circulation and Safety Policy Flance Circulation and Safety Policy Flance Circulation and Safety Policy Flance Circulation Policy Flance Circulat | | | | Total \$ 31,617,946 | \$ - | \$ 302,872 | \$ 326,497 | \$ 536,091 | 576,622 | \$ 283,131 \$ | 521,503 | \$ 848,697 | \$ 1,182,644 | \$ 1,166,829 | \$ 520,153 \$ | 468,057 \$ | 1,640,884 \$ | 1,085,246 | 327,583 | \$ 368,43 |
| ## Policy Flance Circulation and Safety Policy Flance Circulation and Safety Policy Flance Circulation and Safety Policy Flance Circulation Policy Flance Circulat | | 1 | | | | | | | | | | | _ | | | | | 1. | | |
| Total S 26,188,273 S - 5 396,797 S 22,272 S 322,247 S 32 | 10 Redestrian Circulation and Safety | \$ 27.744.747 | E 05% | | | | \$ 272,472 | | | | | | | | | | | 1,166,190 | | |
| ## Curb Ramps \$ 27,528,455 1.21% Francecosts \$ 13,246,775 5 14,091 \$ | 40 Pedestriali Circulation and Safety | \$ 27,761,747 | 3.93% | | | | \$ - | * | | 7 7 | | T | 7 | 7 | 7 | | 7 | 1 166 100 | | - |
| 4 Curb Rampe | | | | 1000 3 20,100,213 | , - | \$ 330,707 | \$ 272,472 | 3 322,243 , | 307,023 | \$ 203,703 \$ | 947,700 | \$ 373,870 | \$ 401,307 | \$ 703,329 | \$ 700,377 | 723,636 3 | 1,407,371 \$ | 1,100,170 | , 033,233 , | 040,3 |
| 4 Curb Rampe | | | | Programming \$ 26.902.852 | s - | \$ 871,446 | \$ - | \$ 439.846 | 651.359 | \$ 728.820 \$ | 113.051 | \$ 959.332 | \$ 816,121 | \$ 858.065 | \$ 746.554 \$ | 881.806 \$ | 275.817 \$ | 753.388 | 28.349 | \$ 354,6 |
| Total 1 27,235,29 5 | 41 Curb Ramps | \$ 27,528,455 | 1.21% | | | | | | | | | | | | | | - \$ | - 9 | | \$ - |
| Free Planting and Maintenance \$ 38,29,886 \$ 1.728 \$ 69,004 \$ 5 \$ 69,004 \$ 5 \$ 5 \$ 24,002 \$ 838,780 \$ 5 \$ 5 \$ 9,099 \$ 1,099 \$ 0 \$ 5 \$ 24,002 \$ 838,780 \$ 5 \$ 29,099 \$ 5 \$ 29,095 \$ 2, | | | | Total \$ 27,235,529 | \$ - | \$ 885,537 | \$ - | \$ 439,846 | 651,359 | \$ 728,820 \$ | 113,051 | \$ 959,332 | \$ 816,121 | \$ 858,065 | \$ 746,554 \$ | 881,806 \$ | 275,817 \$ | 753,388 | 28,349 | \$ 354,6 |
| Free Planting and Maintenance \$ 38,29,886 \$ 1.728 \$ 69,004 \$ 5 \$ 69,004 \$ 5 \$ 5 \$ 24,002 \$ 838,780 \$ 5 \$ 5 \$ 9,099 \$ 1,099 \$ 0 \$ 5 \$ 24,002 \$ 838,780 \$ 5 \$ 29,099 \$ 5 \$ 29,095 \$ 2, | | | | | | | | | | | | | | | | | | | | |
| TOTAL \$ 38,054,661 \$ - \$ 1,255,462 \$ 858,780 \$ 893,999 \$ 920,155 \$ 75,463 \$ 869,596 \$ 1,203,802 \$ 1,204,803 \$ 94,051 \$ 1,203,806 \$ 1,203,802 \$ 1,203,803 \$ 95,791 \$ 1,223,164 \$ 1,039,806 \$ 839,392 \$ 224,970 \$ 1,203,803 \$ 1,203,80 | | | | Programming \$ 37,395,631 | \$ - | \$ 1,231,400 | | \$ 893,999 | 929,155 | \$ 975,463 \$ | 869,596 | | | | \$ 956,791 \$ | 1,232,164 \$ | 1,039,806 \$ | 839,352 | 254,970 | \$ 155,93 |
| AL STREETS AND TRAFFIC SAFETY \$ 669,665,541 \$.45% Finance Costs \$ 30,464,167 \$ 5 | 42 Tree Planting and Maintenance | \$ 38,259,886 | 1.72% | | | | | * | | 7 7 | | | · | | | - \$ | - \$ | - 5 | | <u>; -</u> |
| AL STREETS AND TRAFFIC SAFETY \\ \begin{cases}{c c c c c c c c c c c c c c c c c c c | | | | Total \$ 38,054,661 | \$ - | \$ 1,255,402 | \$ 858,780 | \$ 893,999 | 929,155 | \$ 975,463 \$ | 869,596 | \$ 1,203,862 | \$ 1,036,326 | \$ 1,224,653 | \$ 956,791 \$ | 1,232,164 \$ | 1,039,806 \$ | 839,352 | 254,970 | \$ 155,9 |
| AL STREETS AND TRAFFIC SAFETY \\ \begin{cases}{c c c c c c c c c c c c c c c c c c c | | | | Drogramming C 405 004 473 | ¢ 70,000 | ¢ 15 100 741 | ¢ 20.470.204 | ¢ 20.742.157 6 | 20.054.227 | ¢ 24 466 46E ¢ | 12 474 942 | ¢ 22.422.274 | ¢ 10 40E 197 | ¢ 42.024.0E2 | ¢ 42.2E0.4E4 ¢ | 12 522 444 6 | 33 704 E44 ¢ | 42 922 09E | 12 104 057 | . 12 E27 2 |
| SPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES Transportation Demand Management / Parking Management / Transportation Demand Management / Transportati | OTAL STREETS AND TRAFFIC SAFETY | \$ 669,665,541 | 5.45% | | | | | | | | | | | | | | | | | |
| SPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES Transportation Demand Management S 13,530,935 7,00% Programming S 12,222,136 S S S S S S S S S | | ,,, | 1,111 | | | | | - | | | | | | | | · · | | | | |
| ## Parking Management \$ 13,530,935 7.0% Finance Costs \$ 946,865 \$. \$ 6,569 \$. \$. \$ \$. \$. \$ \$. \$. \$ \$. \$. \$ \$. \$. \$ \$. \$ | ANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC | INITIATIVES | | | , | . , , | • , , , | . , , | , , | . , , , , | , , | · / / / · | . , , , | . , , | . , , , , | , , , | , , , , . | , , , | , , | |
| ## Parking Management | T B | , | | Programming \$ 12,222,136 | \$ - | \$ 426,701 | \$ 274,374 | \$ 348,614 | 199,797 | \$ 165,048 \$ | 191,313 | \$ 183,213 | \$ 271,806 | \$ 294,502 | \$ 565,081 \$ | 240,870 \$ | 423,081 \$ | 425,711 | 198,872 | \$ 227,0 |
| AL TRANSPORTATION SYSTEMS ACCEMENT/STRATEGIC INITIATIVES Programming S 18,102,442 S S 18,900 S 149,000 S 296,000 S 73,560 S 327,985 S 384,646 S 99,351 S 264,663 S 831,581 S 553,884 S 824,454 S 881,833 S 1,375,135 S 639,872 S 96. Finance Costs S 1,496,843 S S S S S S S S S | 43 Parking Management | 13,530,935 | 7.00% | Finance Costs \$ 946,865 | \$ - | \$ 6,569 | \$ - | \$ - ! | - | \$ - \$ | - | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - \$ | - 5 | - : | ; - |
| ## Transportation/Land Use Coordination \$ 20,529,695 7.29% Finance Costs \$ 1,496,843 \$ - \$ \$ | | | | Total \$ 13,169,001 | \$ - | \$ 433,269 | \$ 274,374 | \$ 348,614 | 199,797 | \$ 165,048 \$ | 191,313 | \$ 183,213 | \$ 271,806 | \$ 294,502 | \$ 565,081 \$ | 240,870 \$ | 423,081 \$ | 425,711 | 198,872 | \$ 227,0 |
| ## Transportation/Land Use Coordination \$ 20,529,695 7.29% Finance Costs \$ 1,496,843 \$ - \$ \$ | | 1 | | 1 - | | | | | | | | | _ | | | | T | | | |
| Total \$ 19,599,285 \$ - \$ 18,990 \$ 149,000 \$ 296,000 \$ 73,560 \$ 327,985 \$ 384,646 \$ 99,351 \$ 264,663 \$ 831,581 \$ 553,884 \$ 824,454 \$ 881,833 \$ 1,375,135 \$ 639,872 \$ 96. AL TRANSPORTATION SYSTEMS AGEMENT/STRATEGIC INITIATIVES \$ 34,060,630 \$ 7.17% Finance Costs \$ 2,443,708 \$ - \$ 445,691 \$ 423,374 \$ 644,614 \$ 273,357 \$ 493,033 \$ 575,958 \$ 282,563 \$ 536,469 \$ 1,126,083 \$ 1,118,964 \$ 1,065,324 \$ 1,304,913 \$ 1,800,846 \$ 838,744 \$ 1,196,000 \$ 1,000,000 | Transportation // and the Co | 20 520 625 | 7 200/ | | | | | | | | | | | | | | | 1,375,135 | | |
| AL TRANSPORTATION SYSTEMS AGEMENT/STRATEGIC INITIATIVES 5 34,060,630 7.176 Programming \$ 30,324,579 \$ - \$ 445,691 \$ 423,374 \$ 644,614 \$ 273,357 \$ 493,033 \$ 575,958 \$ 282,563 \$ 536,469 \$ 1,126,083 \$ 1,118,964 \$ 1,065,324 \$ 1,304,913 \$ 1,800,846 \$ 838,744 \$ 1,199 Total \$ 32,736,826 \$ - \$ 6,569 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 44 I ransportation/Land Use Coordination | n \$ 20,529,695 | 7.29% | | | | * | * | | , | | | | • | 7 | | | - 5 | | • |
| AL TRANSPORTATION SYSTEMS AGEMENT/STRATEGIC INITIATIVES \$ 34,060,630 | | I | 1 | 10tal \$ 19,599,285 | - | ۶ 18,990 ¢ | \$ 149,000 | \$ 496,000 S | /3,560 | \$ 327,985 \$ | 384,646 | ۶ ۶۶٫۵51 | 2 264,663 | \$ 831,581 | \$ 253,884 \$ | 5 824,434 \$ | 881,833 \$ | 1,3/5,135 | 039,8/2 | 963,1 |
| AL TRANSPORTATION SYSTEMS AGEMENT/STRATEGIC INITIATIVES \$ 34,060,630 | | | | Programming \$ 30 324 570 | \$ - | \$ 445 601 | \$ 423.374 | \$ 644 614 | 273 357 | \$ 493.033 | 575 958 | \$ 282 563 | \$ 536.460 | \$ 1.126.083 | \$ 1 118 964 | 1 065 324 \$ | 1 304 913 \$ | 1 800 846 | 838 744 | \$ 1.190.2 |
| Total \$ 32,768,286 \$ - \$ 452,259 \$ 423,374 \$ 644,614 \$ 273,357 \$ 493,033 \$ 575,958 \$ 282,563 \$ 536,469 \$ 1,126,083 \$ 1,118,964 \$ 1,065,324 \$ 1,304,913 \$ 1,800,846 \$ 838,744 \$ 1,190 \$ | OTAL TRANSPORTATION SYSTEMS | \$ 34,060,630 | 7.17% | | | | | | | | | | . , | . , , | | | | | | |
| Programming \$ 2,471,014,702 \$ 110,020 \$ 34,819,381 \$ 105,926,226 \$ 73,768,100 \$ 97,140,233 \$ 68,888,518 \$ 52,654,475 \$ 81,428,463 \$ 99,462,877 \$ 100,643,697 \$ 75,992,017 \$ 70,443,333 \$ 122,988,027 \$ 122,420,512 \$ 132,531,324 \$ 104,777 \$ | ANAGEMENT/STRATEGIC INITIATIVES | , , , , , , | | | | | | • | | - | | | • | • | | | | | | · |
| AL STRATEGIC PLAN \$ 2,730,228,981 7.75 Finance Costs \$ 211,723,251 \$ - \$ 507,033 \$ 2,275,612 \$ 2,371,443 \$ 1,597,640 \$ 1,597,640 \$ 1,597,640 \$ 1,494,134 \$ 649,872 \$ 627,108 \$ 692,050 \$ 423,110 \$ 606,816 \$ 2,003,160 \$ 5,364 | | | | , , , | | | , | , | , | | , | , | , | | | | | , , | , | |
| | | | | Programming \$ 2,471,014,702 | \$ 110,020 | \$ 34,819,381 | \$ 105,926,226 | \$ 73,768,100 | 97,140,233 | \$ 68,888,518 \$ | 52,654,475 | \$ 81,428,463 | \$ 99,462,877 | \$ 100,643,697 | \$ 75,992,017 \$ | 70,443,333 \$ | 122,988,027 \$ | 122,420,512 | 132,531,324 | 104,774,3 |
| Total \$ 2,682,737,952 \$ 110,020 \$ 35,326,414 \$ 108,201,838 \$ 76,139,543 \$ 98,814,833 \$ 69,884,449 \$ 53,341,919 \$ 83,026,103 \$ 100,957,011 \$ 101,293,569 \$ 76,619,126 \$ 71,135,383 \$ 123,411,136 \$ 123,027,327 \$ 134,534,485 \$ 110,131 | OTAL STRATEGIC PLAN | \$ 2,730,228,981 | 7.75% | | | | | | | | | | | | | | | | | |
| | | | | Total \$ 2,682,737,952 | \$ 110,020 | \$ 35,326,414 | \$ 108,201,838 | \$ 76,139,543 | 98,814,833 | \$ 69,884,449 \$ | 53,341,919 | \$ 83,026,103 | \$ 100,957,011 | \$ 101,293,569 | \$ 76,619,126 \$ | 71,135,383 \$ | 123,411,136 \$ | 123,027,327 | 134,534,485 | , 110,138,60 |

| No. EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/34 |
|---|--|--|---|--|--|---|---|---|---|---|---|--|---|--|--|
| | £ 4.4/2.40E | £ 4.444.474 | C 22 4/5 524 | 12.042.240 | £ 40 407 480 K | ć (004.222 | Ć 2.44E.000 | | | | ć | | | | • |
| 1 Bus Rapid Transit/Muni Metro Network | \$ 1,462,605 | | \$ 22,465,534 S \$ 153,704 S | | \$ 10,407,180 \$ \$ 1,208,658 \$ | | \$ 2,145,000 \$ 1,181,163 | \$ - \$ 1,042,674 | \$ - \$ 897,067 | ··· | ······································ | \$ - \$ \$ 326,283 \$ | - \$ - \$ | | \$ |
| pus kapia Transiomani medio Network | \$ 1,462,605 | 7 | \$ 22,619,238 | , , | | | | \$ 1,042,674 | · | \$ 736,158 | | | | | \$ |
| | | | | * | * | , | - | | | - | * | | | | |
| | | \$ - | | | | \$ 3,590,810 | | | ···· | | \$ - | | | | \$ |
| 2 Third Street Light Rail (Phase 1) | | | \$ - \$ \$ 75,353 | | \$ - \$ \$ - \$ | \$ - \$ 3,590,810 | | | | | \$ - \$ - | | | - | |
| L | | • | \$ 75,555 | , - | , - , | 3,370,810 | • | , - | , - | · - | , - | , - , | - 13 | - | 7 |
| Cantal Subverse (Third Street Links Bail | \$ 964,968 | \$ - | \$ 260,000 | ; - | \$ - 5 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - | \$ |
| Central Subway (Third Street Light Rail Phase 2) | \$ - | - | \$ - 5 | | \$ - \$ | | | | | | \$ - | | | - | |
| | \$ 964,968 | \$ - | \$ 260,000 | \$ - | \$ - \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - | \$ |
| | ς . | \$ - | \$ - ! | s - | \$ - S | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | s - s | - \$ | - | \$ |
| 4 Geary Light Rail | | | \$ - 5 | | \$ - 5 | | | | ···· | | \$ - | | ************************************* | - | ********* |
| | | | \$ - 5 | | \$ - 5 | | | | | | \$ - | | | | \$ |
| | - | | | | | | | | | | | | | | |
| _ Downtown Extension to a Rebuilt | \$ 392,845 | | \$ 13,160,265 | | | \$ 7,900,000 | | ······ | ··· · | ···· | ······································ | \$ - \$ | | | \$ |
| ⁵ Transbay Terminal | \$ 2,263,527 \$ 2,656,371 | | \$ 1,618,482 S \$ 14,778,747 S | | \$ 3,894,196 \$ \$ 10,244,196 \$ | | | | \$ 2,567,376 | | | | | | \$ |
| L | \$ 2,030,371 | 3 0,070,040 | \$ 14,776,747 | 5 0,040,575 | 3 10,244,190 | \$ 11,433,303 | 3 3,161,773 | 2,070,107 | \$ 2,307,370 | 3 2,234,900 | 3 1,878,001 | \$ 1,501,056 \$ | 1,140,333 3 | - | , |
| | \$ 775,820 | \$ 701,223 | \$ 1,217,484 | \$ 192,159 | \$ - 5 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - | \$ |
| 6 Electrification | \$ 235,067 | \$ 219,122 | \$ 174,086 | \$ 266,523 | \$ 391,165 | | | \$ 272,628 | \$ 248,284 | | \$ 199,720 | | | | \$ 1,121 |
| | \$ 1,010,888 | \$ 920,345 | \$ 1,391,571 | \$ 458,682 | \$ 391,165 | \$ 326,596 | \$ 297,009 | \$ 272,628 | \$ 248,284 | \$ 223,024 | \$ 199,720 | \$ 175,785 \$ | 186,344 \$ | 438,408 | \$ 1,121 |
| | \$ 1,025,594 | \$ 948,895 | \$ 3,499,021 | 978,412 | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | s - s | - \$ | - | \$ |
| 7 Capital Improvement Program | | \$ 102,388 | \$ 133,188 | | | | | ··· · | | \$ 178,530 | ··· | ······································ | ······ | | \$ |
| | \$ 1,124,269 | | | | | | | | · | | | | | | \$ |
| | _ | | | | | | | | | | | | | | |
| BART Station Access, Safety and | \$ 86,403 | | | | | *************************************** | | | | *************************************** | \$ - | | | | \$ |
| 8 Capacity | | | \$ 32,732 5 | | | | | | | \$ 86,044 | | | | | \$ |
| | \$ 120,075 | \$ 377,929 | \$ 694,357 | 455,892 | \$ 806,699 | \$ 402,336 | \$ 416,586 | \$ 432,193 | \$ 450,932 | \$ 86,044 | \$ 72,944 | \$ 57,423 \$ | 43,059 \$ | - | \$ |
| | \$ 234,095 | \$ 300,000 | \$ 206,000 | \$ 476,905 | \$ 200,000 \$ | \$ 550,000 | \$ 250,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - \$ | - \$ | - | \$ |
| 9 Ferry | | \$ 4,447 | | | | | | | \$ 49,251 | | | | | | \$ |
| | \$ 234,095 | \$ 304,447 | \$ 210,776 | \$ 494,975 | \$ 230,304 | \$ 594,171 | \$ 297,727 | \$ 354,845 | \$ 49,251 | \$ 43,316 | \$ 37,458 | \$ 30,771 \$ | 26,846 \$ | - | \$ |
| | \$ - | \$ - | \$ - ! | s - | \$ - S | \$ 485,029 | \$ 357,726 | \$ 370,569 | \$ 385,554 | \$ 401,295 | \$ 444,133 | \$ 468.091 \$ | 5,891,422 \$ | - | S |
| Extension of Trolleybus Lines/Motor Coach Conversion | | | \$ - 5 | | \$ - 5 | | | \$ - | \$ - | \$ - | \$ - | \$ - \$ | 21,944 \$ | | \$ |
| Coach Conversion | \$ - | \$ - | \$ - ! | \$ - | \$ - ! | \$ 485,029 | \$ 357,726 | \$ 370,569 | \$ 385,554 | \$ 401,295 | \$ 444,133 | \$ 468,091 \$ | 5,913,366 \$ | - | \$ |
| | | | | | | | | | | | _ | | | | |
| | | | | | | | | | | | | | 4 | | |
| 11 It-line Extension to Fort Mason | | \$ 5,609 | | | | | | | | | | | | - | *************************************** |
| 11 F-Line Extension to Fort Mason | \$ - | \$ - | \$ - 5 | - | \$ - \$ | \$ 3,993 | \$ 3,820 | \$ 3,376 | \$ 3,096 | \$ 3,021 | \$ 4,159 | \$ 6,571 \$ | 15,161 \$ | - | \$ |
| 11 F-Line Extension to Fort Mason | \$ - | | \$ - 5 | - | \$ - \$ | \$ 3,993 | \$ 3,820 | \$ 3,376 | \$ 3,096 | \$ 3,021 | \$ 4,159 | \$ 6,571 \$ | 15,161 \$ | | \$ |
| | \$ - \$ - | \$ - \$ 5,609 | \$ - 5 | \$ - | \$ - \$ \$ - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 | \$ 3,820 \$ 192,097 \$ 47,679 | \$ 3,376 \$ 198,413 \$ 49,529 | \$ 3,096 \$ 206,020 \$ 51,633 | \$ 3,021 \$ 214,229 \$ 53,750 | \$ 4,159 \$ 237,913 \$ 53,271 | \$ 6,571 \$ \$ 252,935 \$ \$ - \$ | 15,161 \$ 270,439 \$ | - | \$ |
| 11 F-Line Extension to Fort Mason 12 Purchase/Rehab Historic Street Cars | \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - | \$ - \$ \$ 920,491 \$ \$ 622,361 \$ \$ - \$ | \$ - \$ - \$ 272,993 \$ 5,472 | \$ - \$ \$ - \$ \$ - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 | \$ 6,571 \$ \$ 252,935 \$ \$ - \$ \$ 4,654 \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ | - | \$ \$ \$ |
| | \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 | \$ - \$ \$ 920,491 \$ \$ 622,361 \$ \$ - \$ | \$ - \$ - \$ 272,993 \$ 5,472 | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 | \$ 6,571 \$ \$ 252,935 \$ \$ - \$ \$ 4,654 \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ | - | \$ |
| | \$ - \$ - \$ \$ - \$ - \$ | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 | \$ - \$ \$ 920,491 \$ \$ 622,361 \$ \$ - \$ \$ 622,361 \$ | \$ - \$ - \$ 272,993 \$ 5,472 \$ 278,465 | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 | \$ 6,571 \$ \$ 252,935 \$ \$ - \$ \$ 4,654 \$ \$ 4,654 \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ 645 \$ | - - - - | \$ \$ \$ \$ \$ |
| | \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 | \$ - \$ \$ 920,491 \$ \$ 622,361 \$ \$ - \$ \$ 622,361 \$ | \$ - \$ - \$ 272,993 \$ 5,472 \$ 278,465 | \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 | \$ 6,571 \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5 15,161 \$ 5 270,439 \$ 6 645 \$ 6 645 \$ 7 \$ 7 \$ 7 \$ 7 \$ 7 \$ 7 \$ 7 \$ 7 \$ 7 \$ 7 | - - - - | \$ \$ \$ |
| 12 Purchase/Rehab Historic Street Cars | \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - | \$ - \$ \$ 920,491 \$ \$ 622,361 \$ \$ 622,361 \$ \$ 622,361 \$ \$ 994,518 \$ \$ 2,753 \$ | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 | \$ 6,571 \$ 252,935 \$ 5 - \$ \$ 4,654 \$ \$ \$ - \$ \$ \$ \$ 4,5203 \$ \$ | 15,161 S 270,439 S - S 6 645 S 6 645 S - S 28,834 S | - - - - | \$ \$ \$ \$ \$ \$ |
| 12 Purchase/Rehab Historic Street Cars | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 | \$ - \$ \$ 920,491 \$ \$ \$ 622,361 \$ \$ \$ \$ 622,361 \$ \$ \$ \$ 622,361 \$ \$ \$ 994,518 \$ \$ 2,753 \$ \$ 997,271 \$ \$ | 5 - 5 - 5 - 5 - 5 - 7 - 7 - 7 - 7 - 7 - | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ 645 \$ - \$ 28,834 \$ 28,834 \$ | : : | \$ \$ \$ \$ \$ \$ \$ |
| 12 Purchase/Rehab Historic Street Cars 13 Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale- | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 \$ 5,655 | \$ - \$ \$ 920,491 \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 7 - 7 - 7 - | \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ 645 \$ - \$ 645 \$ 28,834 \$ 1,457,830 \$ | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars 13 Balboa Park BART/MUNI Station Access | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ - \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ - | \$ - \$ \$ 920,491 \$ \$ \$ 622,361 \$ \$ \$ \$ \$ 622,361 \$ \$ \$ \$ \$ 622,361 \$ \$ \$ \$ 2,753 \$ \$ \$ 997,271 \$ \$ \$ 2,442,284 \$ \$ \$ \$ \$ \$ \$ \$ | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ | - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 12 Purchase/Rehab Historic Street Cars 13 Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale- | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ - \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ - | \$ - \$ \$ 920,491 \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,609 \$ 25,441 \$ - \$ 25,441 \$ - \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ - \$ 5,655 | \$ - \$ \$ 920,491 \$ \$ \$ 622,361 \$ \$ \$ \$ \$ 622,361 \$ \$ \$ \$ \$ 622,361 \$ \$ \$ \$ 2,753 \$ \$ \$ 997,271 \$ \$ \$ 2,442,284 \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \ | \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale- | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ 5,655 \$ 5,655 | \$ - | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ \$ - \$ \$ 8 - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 \$ - \$ 69,189 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 62,072 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ 5,892 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 321,836 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 370,734 | \$ 6,571 \$ \$ 252,935 \$ \$ \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 S 270,439 S 270,439 S 3 - S 4645 S 46 | - - - - - - - - - - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station | \$ - \$ - \$ - \$ - \$ - \$ - \$ 944,287 \$ - \$ 944,287 \$ - \$ 60,655 \$ - \$ 60,655 | \$ - 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ 5,655 \$ 5,655 | \$ - | 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ \$ - \$ \$ 8 - \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 \$ - \$ 69,189 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 62,072 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ 55,892 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 321,836 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 370,734 | \$ 6,571 \$ \$ 252,935 \$ \$ \$ \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 S 270,439 S 270,439 S 3 - S 4645 S 46 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station | \$ - \$ - \$ - \$ - \$ - \$ - \$ 944,287 \$ - \$ 944,287 \$ - \$ 960,655 \$ - \$ 60,655 \$ - \$ 60,655 | \$ - 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ 5,655 \$ 5,655 \$ 5,655 | \$ - | 5 - 5 - 5 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - | \$ - \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 \$ - \$ 69,189 \$ 69,189 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 298,607 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ - \$ 55,892 \$ 55,892 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 49,530 \$ 49,530 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 \$ 42,672 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 370,734 | \$ 6,571 \$ 252,935 \$ 252,935 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 S 270,439 S - S 645 S 645 S - S 28,834 S 28,834 S 1,457,830 S 18,740 S 1,476,570 S | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station | \$ - \$ - \$ - \$ - \$ - \$ - \$ 944,287 \$ - \$ 944,287 \$ - \$ 96,655 \$ - \$ 60,655 \$ - \$ 60,655 \$ - \$ 62,169 \$ \$ 62,169 | \$ - 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ 5 5,655 \$ 5 5,655 \$ 5 5,3313 \$ 53,313 | \$ - | 5 - 5 - 5 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - | \$ - \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 \$ - \$ 5 404,871 \$ 5 404,871 \$ 5 404,871 \$ 5 404,871 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 62,072 \$ 62,072 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ - \$ 55,892 \$ 55,892 \$ - | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 49,530 \$ 49,530 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 \$ 42,672 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 370,734 \$ - \$ 35,592 \$ 35,592 \$ - | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 45,203 \$ \$ \$ 45,203 \$ \$ \$ \$ \$ 390,733 \$ \$ \$ \$ \$ \$ \$ 390,733 \$ \$ \$ \$ \$ \$ \$ \$ 27,001 \$ \$ \$ \$ \$ \$ \$ \$ 27,001 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ 645 \$ - \$ 28,834 \$ 28,834 \$ 1,457,830 \$ 1,476,570 \$ 17,259 \$ 17,259 \$ | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station Purchase Additional Light Rail Vehicles | \$ - \$ - \$ - \$ - \$ - \$ - \$ 944,287 \$ - \$ 944,287 \$ - \$ 96,655 \$ - \$ 60,655 \$ - \$ 60,655 \$ - \$ 62,169 \$ \$ 62,169 | \$ - 5,609 \$ 25,441 \$ - \$ 25,441 \$ 129,683 \$ - \$ 129,683 \$ 5,655 \$ - \$ 5,655 \$ 5 5,3313 \$ 53,313 \$ 126,163 \$ - \$ | \$ - \$ \$ 920,491 \$ \$ 920,491 \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 \$ - \$ 69,189 \$ 69,189 \$ 727,710 \$ 153,330 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 62,072 \$ 62,072 \$ - \$ 136,963 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ - \$ 55,892 \$ 55,892 \$ - \$ 122,554 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 49,530 \$ 49,530 \$ 49,530 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 \$ 42,672 \$ 91,349 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 35,592 \$ 35,592 \$ - \$ 74,150 | \$ 6,571 \$ 252,935 \$ \$ 252,935 \$ \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 45,203 \$ \$ \$ 45,203 \$ \$ \$ \$ \$ 390,733 \$ \$ \$ \$ \$ \$ 390,733 \$ \$ \$ \$ \$ \$ 27,001 \$ \$ \$ \$ 27,001 \$ \$ \$ \$ \$ \$ \$ 52,636 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 \$ 270,439 \$ - \$ 645 \$ 645 \$ - \$ 628,834 \$ 28,834 \$ 28,834 \$ 1,457,830 \$ 11,476,570 \$ - \$ 17,259 \$ 17,259 \$ - \$ 22,619 \$ | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station Purchase Additional Light Rail Vehicles | \$ - \$ - \$ - \$ - \$ \$ - \$ \$ - \$ \$ | \$ | \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ \$ 83,688 \$ \$ 83,688 \$ \$ 2,475,000 \$ \$ 151,755 \$ \$ 2,626,755 \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 404,871 \$ 5 \$ 69,189 \$ 69,189 \$ 727,710 \$ 153,330 \$ 881,040 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 298,607 \$ - \$ 136,963 \$ 136,963 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ 55,892 \$ 55,892 \$ 55,892 \$ - \$ 122,554 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 321,836 \$ - \$ 107,607 \$ 107,607 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 \$ 42,672 \$ - \$ 91,349 \$ 91,349 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 35,592 \$ 35,592 \$ 74,150 \$ 74,150 | \$ 6,571 \$ \$ 252,935 \$ \$ \$ \$ 252,935 \$ \$ \$ \$ \$ \$ 4,654 \$ \$ \$ \$ \$ \$ 4,654 \$ \$ \$ \$ \$ 4,654 \$ \$ \$ \$ \$ 4,654 \$ \$ \$ \$ \$ \$ 45,203 \$ \$ \$ \$ 45,203 \$ \$ \$ \$ 45,203 \$ \$ \$ \$ 52,031 \$ \$ \$ \$ 27,001 \$ \$ \$ 27,001 \$ \$ \$ 27,001 \$ \$ \$ 52,636 \$ \$ \$ 52,636 \$ \$ \$ \$ \$ 52,636 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 S 270,439 S 6 270,439 S 6 645 S 6 645 S 7 S 8 28,834 S 8 1,457,830 S 8 18,740 S 1,476,570 S 17,259 S 17,259 S 17,259 S 22,619 S | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| Purchase/Rehab Historic Street Cars Balboa Park BART/MUNI Station Access Relocation of Paul St to Oakdale-Caltrain Station Purchase Additional Light Rail Vehicles | \$ - \$ - \$ - \$ - \$ - \$ - \$ 944,287 \$ - \$ 944,287 \$ - \$ 944,287 \$ - \$ 60,655 \$ - \$ 60,655 \$ - \$ 62,169 \$ 5 62,169 | \$ | \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ \$ - \$ \$ 6,561 \$ \$ 6,561 \$ \$ 638,314 \$ \$ 54,922 \$ \$ 693,236 \$ \$ - \$ \$ - \$ \$ - \$ \$ 83,688 \$ \$ 83,688 \$ \$ 2,475,000 \$ \$ 151,755 \$ \$ 2,626,755 \$ | \$ 3,993 \$ 2,179,546 \$ 45,789 \$ 5,969 \$ 51,757 \$ 300,656 \$ 49,439 \$ 350,095 \$ 404,871 \$ - \$ 69,189 \$ 69,189 \$ 727,710 \$ 153,330 \$ 881,040 \$ 4,139,608 | \$ 3,820 \$ 192,097 \$ 47,679 \$ 5,900 \$ 53,579 \$ 313,868 \$ 48,541 \$ 362,409 \$ 298,607 \$ - \$ 298,607 \$ - \$ 62,072 \$ 62,072 \$ 136,963 \$ 136,963 \$ 1,206,155 | \$ 3,376 \$ 198,413 \$ 49,529 \$ 5,932 \$ 55,461 \$ 326,574 \$ 48,583 \$ 375,157 \$ 309,327 \$ - \$ 309,327 \$ - \$ 55,892 \$ 55,892 \$ 122,554 \$ 122,554 | \$ 3,096 \$ 206,020 \$ 51,633 \$ 6,107 \$ 57,739 \$ 340,880 \$ 49,698 \$ 390,578 \$ 321,836 \$ - \$ 321,836 \$ - \$ 49,530 \$ 49,530 \$ 107,607 \$ 1,302,827 | \$ 3,021 \$ 214,229 \$ 53,750 \$ 6,474 \$ 60,224 \$ 355,043 \$ 52,243 \$ 407,285 \$ 334,976 \$ - \$ 334,976 \$ - \$ 42,672 \$ 42,672 \$ - \$ 91,349 \$ 91,349 | \$ 4,159 \$ 237,913 \$ 53,271 \$ 7,143 \$ 60,414 \$ 393,097 \$ 59,610 \$ 452,707 \$ 370,734 \$ - \$ 370,734 \$ - \$ 35,592 \$ 35,592 \$ 74,150 \$ 74,150 \$ 1,494,989 | \$ 6,571 \$ \$ 252,935 \$ \$ \$ 252,935 \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 4,654 \$ \$ \$ \$ 45,203 \$ \$ \$ 45,203 \$ \$ \$ 45,203 \$ \$ \$ \$ 390,733 \$ \$ \$ \$ \$ 390,733 \$ \$ \$ \$ \$ 27,001 \$ \$ \$ 27,001 \$ \$ \$ 27,001 \$ \$ \$ \$ 27,001 \$ \$ \$ \$ 52,636 \$ \$ \$ \$ 52,636 \$ \$ \$ \$ \$ 52,636 \$ \$ \$ \$ \$ 1,105,187 \$ \$ \$ \$ \$ \$ 1,105,187 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,161 S 270,439 S - S 645 S 645 S - S 28,834 S 28,834 S 11,457,830 S 11,476,570 S - S 17,259 S 17,259 S 17,259 S 22,619 S 22,619 S | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |

2021 Prop K Strategic Plan Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

| No. EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 |
|--|---|---|--|--|--|--|--|---|--|--|--|---|---|--|
| | T | | | | | | | | | | | | | |
| llu | | • | | | • | \$ 632,095 | \$ 466,192 | | | | | | | |
| 17B New and Renovated Vehicles-BART | <u> </u> | \$ - | - | • | 7 | \$ - | \$ - \$ | | | 7 | \$ - | \$ - | \$ 28,598 \$ | - \$ |
| | | \$ - | \$ - | \$ - | \$ - | \$ 632,095 | \$ 466,192 | 482,929 | \$ 502,458 | \$ 522,972 | \$ 578,798 | \$ 610,021 | \$ 7,706,361 \$ | - \$ |
| | | | | \$ 69,663,919 | | | | · · · · · · · · · · · · · · · · · · · | | \$ - | • | | \$ - \$ | - \$ |
| 17M New and Renovated Vehicles-MUNI | \$ 230,044 | | | | | | \$ 5,218,585 \$ | | | | . , , | \$ 2,336,600 | \$ 1,590,499 \$ | - \$ |
| | \$ 15,469,845 | \$ 14,799,451 | \$ 76,259,434 | \$ 73,856,730 | \$ 19,585,163 | 13,694,562 | \$ 5,518,585 | 5,017,183 | \$ 4,188,995 | \$ 3,620,932 | \$ 3,038,093 | \$ 2,336,600 | \$ 1,590,499 \$ | - \$ |
| | \$ 734,388 | \$ 1,308,752 | \$ 6,163,151 | \$ 1,501,153 | \$ 415,956 | \$ 415,957 | \$ - 5 | - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ |
| 17P New and Renovated Vehicles-Caltrain | \$ - | \$ 6,146 | | \$ 211,223 | | \$ 281,120 | \$ 250,149 \$ | · | | \$ 162,283 | \$ 128,315 | | | - \$ |
| | \$ 734,388 | \$ 1,314,898 | \$ 6,277,595 | \$ 1,712,376 | \$ 738,382 | \$ 697,077 | \$ 250,149 | 222,576 | \$ 193,803 | \$ 162,283 | \$ 128,315 | \$ 84,870 | \$ 16,225 \$ | - \$ |
| | \$ - | \$ - | \$ - | \$ 18,791,873 | \$ 51,411,888 | \$ 6,786,532 | ş - S | ; - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ |
| New and Renovated Vehicles- Discretionary | \$ - | \$ - | \$ - | \$ - | \$ 1,042,242 | | \$ 1,036,038 \$ | 952,391 | \$ 869,113 | \$ 783,036 | \$ 704,594 | \$ 625,728 | \$ 677,962 \$ | 1,769,805 \$ |
| Discretionary | \$ - | \$ - | \$ - | \$ 18,791,873 | \$ 52,454,130 | \$ 7,924,576 | \$ 1,036,038 \$ | | | | | \$ 625,728 | \$ 677,962 \$ | |
| | \$ 15,974,190 | \$ 15,768.108 | \$ 80,926,729 | \$ 89,956,945 | \$ 64,770.717 | \$ 15,728.839 | \$ 766,192 \$ | 782,929 | \$ 502,458 | \$ 522,972 | \$ 578,798 | \$ 610,021 | \$ 7,677,763 \$ | - S |
| Vehicles Subtotal | \$ 230,044 | | | \$ 4,404,034 | | \$ 7,219,472 | \$ 6,504,772 | | | | | | | 1,769,805 \$ |
| | | | | \$ 94,360,978 | | | | | | | | | | |
| | + | • | | | | | | | | | • | | | |
| 18 Trolleybus wheelchair-lift OSM | - | : | • | · | \$ - | \$ - | \$ - 9 | | | \$ - | \$ - | \$ - | ÷ - \$ | - \$ |
| 18 Trolleybus wheelchair-lift O&M | \$ - \$ - | \$ - \$ - | • | | | \$ - \$ - | \$ - \$ \$ - \$ | | | \$ - \$ - | \$ - \$ - | • | \$ - \$ \$ - \$ | - \$ |
| L | _, - | - | , - | , - | ş - | , - | , - ; | - | , - | , - | , - | , - | 3 - 3 | - \$ |
| | | · · | | \$ - | | * | \$ - \$ | | | \$ - | - | - | \$ - \$ | - \$ |
| 19 F-Line O&M | \$ - | • | - | • | | • | \$ - \$ | | | | \$ - | | \$ - \$ | \$ |
| | _ \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ |
| | | | | \$ 89,956,945 | | | | | | | | | | |
| Total Vehicles | \$ 230,044 | | \$ 1,610,299 | | | | | | | | | | | |
| | \$ 16,204,233 | \$ 16,114,348 | \$ 82,537,028 | \$ 94,360,978 | \$ 72,777,676 | \$ 22,948,311 | \$ 7,270,964 | 6,675,080 | \$ 5,754,369 | \$ 5,089,223 | \$ 4,449,800 | \$ 3,657,218 | \$ 9,991,046 \$ | 1,769,805 \$ |
| Pohah/Ungrador Evisting faciliti | \$ 11,067 | \$ - | | \$ 600,000 | \$ 190,000 | \$ 69,981 | \$ 72,768 \$ | 75,522 | \$ 78,711 | \$ 82,050 | \$ 90,665 | \$ 87,063 | \$ - \$ | - \$ |
| 20B Rehab/Upgrades Existing facilities- BART | \$ - | \$ - | \$ - | \$ 381 | \$ 6,606 | \$ 6,059 | \$ 5,972 | 5,935 | \$ 6,056 | \$ 6,393 | \$ 7,520 | \$ 9,178 | \$ 5,392 \$ | - \$ |
| | \$ 11,067 | \$ - | \$ - | \$ 600,381 | \$ 196,606 | \$ 76,039 | \$ 78,740 \$ | 81,457 | \$ 84,767 | \$ 88,443 | \$ 98,184 | \$ 96,241 | \$ 5,392 \$ | - \$ |
| | | | | | | | | | | | | | | |
| . 1 | \$ 1,887,728 | \$ 5,284,447 | \$ 11,222,478 | \$ 3,360,797 | \$ 3,492,462 | \$ 1,681,819 | \$ - S | ; - | \$ - | \$ - | \$ - | \$ - | \$ - \$ | - \$ |
| 20M Rehab/Upgrades Existing facilities-MUN | | | | | | \$ 1,681,819 \$ 974,259 | | | | | | · | | - \$ - \$ |
| 20M Rehab/Upgrades Existing facilities-MUN | | \$ 273,234 | | \$ 656,443 | \$ 1,101,087 | \$ 974,259 | \$ 872,096 | 782,728 | \$ 690,357 | \$ 590,307 | \$ 485,655 | \$ 356,554 | \$ 191,695 \$ | - \$ |
| | \$ 190,976 \$ 2,078,705 | \$ 273,234 \$ 5,557,682 | \$ 384,075 \$ 11,606,553 | \$ 656,443 \$ 4,017,240 | \$ 1,101,087 \$ 4,593,549 | \$ 974,259 \$ 2,656,078 | \$ 872,096 \$ \$ 872,096 \$ | 782,728 782,728 | \$ 690,357 \$ 690,357 | \$ 590,307 \$ 590,307 | \$ 485,655 \$ 485,655 | \$ 356,554 \$ 356,554 | \$ 191,695 \$ \$ 191,695 \$ | - \$ - \$ |
| Dalah (Harradas Fridais of addition | \$ 190,976 \$ 2,078,705 \$ 72,102 | \$ 273,234 \$ 5,557,682 \$ 549,969 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 | \$ 656,443 \$ 4,017,240 \$ 260,921 | \$ 1,101,087 \$ 4,593,549 \$ - | \$ 974,259 \$ 2,656,078 \$ - | \$ 872,096 \$ \$ 872,096 \$ \$ - \$ | 782,728 782,728 | \$ 690,357 \$ 690,357 \$ - | \$ 590,307 \$ 590,307 \$ - | \$ 485,655 \$ 485,655 \$ - | \$ 356,554 \$ 356,554 \$ - | \$ 191,695 \$ \$ 191,695 \$ \$ - \$ | - \$ - \$ |
| Dalah (Harradas Fridais de allista | \$ 190,976 \$ 2,078,705 | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 | \$ 384,075 \$ 11,606,553 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 | \$ 872,096 \$ \$ 872,096 \$ \$ - \$ \$ 87,311 \$ | 782,728 782,728 782,728 78,302 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 | \$ 191,695 \$ \$ 191,695 \$ \$ - \$ \$ 17,964 \$ | - \$ - \$ |
| D. b. b. Married and Francisco | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ - \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ | 782,728 782,728 782,728 78,302 78,302 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 | \$ 191,695 \$ \$ 191,695 \$ \$ \$ 191,695 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - \$ - \$ - \$ - \$ |
| 20P Rehab/Upgrades Existing facilities-Caltrain | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ - | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ - \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 386,213 \$ | 782,728 782,728 782,728 78,302 78,302 6 400,154 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 416,391 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 433,396 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 | \$ 191,695 \$ \$ 191,695 \$ \$ \$ 191,695 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - \$ - \$ - \$ - \$ - \$ |
| 20P Rehab/Upgrades Existing facilities-Caltrain | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 | \$ 872,096 \$ \$ 872,096 \$ \$ - \$ \$ 87,311 \$ \$ 87,311 \$ \$ 386,213 \$ \$ 7,745 \$ | 782,728 782,728 782,728 78,302 78,302 78,302 78,302 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 416,391 \$ 5,960 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 479,674 \$ 7,655 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 523,412 \$ \$ 28,064 \$ \$ | - \$ - \$ - \$ - \$ - \$ - \$ |
| 20P Rehab/Upgrades Existing facilities-Caltrain | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ 872,096 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 782,728 782,728 782,728 78,302 78,302 6 400,154 6 6,697 406,850 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 416,391 \$ 5,960 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 479,674 \$ 7,655 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 523,412 \$ \$ 28,064 \$ \$ | - \$ - \$ - \$ - \$ - \$ - \$ |
| Rehab/Upgrades Existing facilities-Caltrain Rehab/Upgrades Existing facilities-Discretionary | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 3,682,462 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 2,295,046 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ 872,096 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 782,728 782,728 782,728 78,302 78,302 78,302 400,154 6 6,697 406,850 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 416,391 \$ 5,960 \$ 422,351 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 \$ 439,001 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - S - S - S - S - S - S - S - S |
| 20P Rehab/Upgrades Existing facilities-Caltrain | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - \$ 5 - \$ | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 \$ 308,441 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 4,721,718 \$ 748,983 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 3,682,462 \$ 1,226,374 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 2,295,046 \$ 1,086,130 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ 872,096 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 782,728 782,728 782,728 78,302 78,302 78,302 6 400,154 6 6,697 406,850 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 5,960 \$ 422,351 \$ 495,102 \$ 771,356 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 523,412 \$ \$ 28,064 \$ \$ 551,477 \$ \$ \$ 523,412 \$ \$ 243,115 \$ | - S - S - S - S - S - S - S - S - S - S |
| Rehab/Upgrades Existing facilities-Caltrain Rehab/Upgrades Existing facilities-Discretionary | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 \$ 308,441 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 4,721,718 \$ 748,983 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 3,682,462 \$ 1,226,374 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 2,295,046 \$ 1,086,130 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ 872,096 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 782,728 782,728 782,728 78,302 78,302 78,302 6 400,154 6 6,697 406,850 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 416,391 \$ 5,960 \$ 422,351 | \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 5,605 \$ 433,396 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 28,064 \$ \$ 551,477 \$ \$ \$ 523,412 \$ \$ 523,412 \$ \$ 243,115 \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ |
| 20U Rehab/Upgrades Existing facilities-Discretionary Facilities Subtotal | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - \$ 5 - \$ 5 - \$ 5 - \$ 218,124 \$ 2,189,021 | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 \$ 308,441 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 \$ 18,400,556 | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 4,721,718 \$ 748,983 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 402 \$ 3,682,462 \$ 1,226,374 \$ 4,908,836 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 2,295,046 \$ 1,086,130 \$ 3,381,176 | \$ 872,096 \$ \$ 872,096 \$ \$ \$ 872,096 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 782,728 782,728 782,728 78,302 78,302 78,302 6 400,154 6 6,697 406,850 6 475,676 6 873,662 1,349,338 | \$ 690,357 \$ 690,357 \$ - \$ 68,982 \$ 68,982 \$ 5,960 \$ 422,351 \$ 495,102 \$ 771,356 \$ 1,266,458 | \$ 590,307 \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 \$ 1,176,627 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 523,412 \$ \$ 28,064 \$ \$ 551,477 \$ \$ \$ 523,412 \$ \$ 243,115 \$ | - S - S - S - S - S - S - S - S - S - S |
| Rehab/Upgrades Existing facilities-Caltrain Rehab/Upgrades Existing facilities-Discretionary Facilities Subtotal | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - \$ 218,124 \$ 2,189,021 | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 \$ 308,441 \$ 6,142,857 \$ - \$ - | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 \$ 18,400,556 \$ - \$ - | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 748,983 \$ 5,470,701 \$ - \$ - | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 402 \$ 1,226,374 \$ 4,908,836 \$ - \$ - | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 1,086,130 \$ 3,381,176 \$ - \$ - | \$ 872,096 \$ \$ 872,096 \$ \$ 872,096 \$ \$ \$. \$ \$ \$. \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 7,745 \$ \$ 393,958 \$ \$ \$ 458,982 \$ \$ 973,123 \$ \$ 1,432,105 \$ \$. \$ \$. \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$ \$. \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$. \$ \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$ \$. \$ \$. \$. \$ \$. \$. \$ \$. \$. \$ \$. \$. \$. \$ \$. \$. \$. \$. \$. \$. | 782,728 782,728 782,728 78,302 78,302 6 400,154 6 6,697 6 406,850 78,302 6 475,676 8 873,662 1,349,338 | \$ 690,357 \$ 690,357 \$ 68,982 \$ 68,982 \$ 5,960 \$ 422,351 \$ 771,356 \$ 1,266,458 | \$ 590,307 \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 \$ 1,176,627 \$ - \$ - | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - | \$ 191,695 \$ 191,695 \$ 191,695 \$ \$ 191,695 \$ \$ \$ 17,964 \$ \$ 17,964 \$ \$ 17,964 \$ \$ 523,412 \$ \$ 28,064 \$ \$ 551,477 \$ \$ \$ 523,412 \$ \$ 243,115 \$ \$ 766,528 \$ \$ \$ - \$ \$ \$ 5 - \$ \$ | - S - S - S - S - S - S - S - S - S - S |
| Rehab/Upgrades Existing facilities-Caltrain Rehab/Upgrades Existing facilities-Discretionary | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - \$ 218,124 \$ 2,189,021 | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 \$ 308,441 \$ 6,142,857 \$ - \$ - | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 \$ 18,400,556 \$ - \$ - | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 748,983 \$ 5,470,701 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 402 \$ 1,226,374 \$ 4,908,836 \$ - \$ - | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 1,086,130 \$ 3,381,176 \$ - \$ - | \$ 872,096 \$ 872,096 \$ 872,096 \$ \$ \$ 873,096 \$ \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 7,745 \$ \$ 393,958 \$ \$ \$ 458,982 \$ \$ 973,123 \$ \$ 1,432,105 \$ \$ \$. \$ \$ | 782,728 782,728 782,728 78,302 78,302 6 400,154 6 6,697 6 406,850 78,302 6 475,676 8 873,662 1,349,338 | \$ 690,357 \$ 690,357 \$ 68,982 \$ 68,982 \$ 5,960 \$ 422,351 \$ 771,356 \$ 1,266,458 | \$ 590,307 \$ 590,307 \$ 590,307 \$ - \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 \$ 1,176,627 \$ - \$ - | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ \$ 191,695 \$ \$ \$ \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ \$ 28,064 \$ \$ \$ 551,477 \$ \$ \$ 223,412 \$ \$ 243,115 \$ \$ 766,528 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ |
| Rehab/Upgrades Existing facilities-Caltrain Rehab/Upgrades Existing facilities-Discretionary Facilities Subtotal | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - \$ 218,124 \$ 2,189,021 \$ - \$ - \$ - \$ - | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ - \$ 5,834,416 \$ 308,441 \$ 6,142,857 \$ - \$ - \$ - | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 \$ 18,400,556 \$ - \$ - \$ - | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 748,983 \$ 5,470,701 \$ - \$ - \$ - | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ - \$ 402 \$ 402 \$ 402 \$ 1,226,374 \$ 4,908,836 \$ - \$ - \$ - | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 1,086,130 \$ 3,381,176 \$ - \$ - \$ - | \$ 872,096 \$ 872,096 \$ 872,096 \$ \$ 872,096 \$ \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 87,311 \$ \$ \$ 7,745 \$ \$ 393,958 \$ \$ 458,982 \$ \$ 973,123 \$ \$ 1,432,105 \$ \$ 1,432,105 \$ \$ \$. \$ \$. \$ \$. \$ \$. \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$ \$. \$ \$ \$ \$ \$ \$ \$. \$ | 782,728 782,728 782,728 78,302 78,302 6 400,154 6 6,697 6 406,850 6 475,676 6 873,662 7 8,302 7 8,302 8 1,349,338 | \$ 690,357 \$ 690,357 \$ 68,982 \$ 68,982 \$ 5,960 \$ 422,351 \$ 495,102 \$ 771,356 \$ 1,266,458 \$ - \$ - | \$ 590,307 \$ 590,307 \$ 58,876 \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 \$ 1,176,627 \$ - \$ - | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 479,674 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - \$ - | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - \$ - | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 28,064 \$ \$ 5551,477 \$ \$ \$ 523,412 \$ \$ 243,115 \$ \$ 766,528 \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ | - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ |
| Rehab/Upgrades Existing facilities-Caltrain Rehab/Upgrades Existing facilities-Discretionary Facilities Subtotal | \$ 190,976 \$ 2,078,705 \$ 72,102 \$ 27,148 \$ 99,250 \$ - \$ - \$ - \$ - \$ 218,124 \$ 2,189,021 \$ - \$ - \$ - \$ - | \$ 273,234 \$ 5,557,682 \$ 549,969 \$ 35,207 \$ 585,175 \$ - \$ - \$ 5,834,416 \$ 308,441 \$ 6,142,857 \$ - \$ - \$ - \$ - \$ 5,834,416 | \$ 384,075 \$ 11,606,553 \$ 1,393,535 \$ 49,579 \$ 1,443,114 \$ 5,348,403 \$ 2,486 \$ 5,350,889 \$ 17,964,416 \$ 436,140 \$ 18,400,556 \$ - \$ - \$ - \$ - | \$ 656,443 \$ 4,017,240 \$ 260,921 \$ 81,354 \$ 342,275 \$ 500,000 \$ 10,804 \$ 510,804 \$ 748,983 \$ 5,4721,718 \$ 7,4721,718 \$ 7,4721,718 \$ 5,4721,718 | \$ 1,101,087 \$ 4,593,549 \$ - \$ 118,279 \$ 118,279 \$ - \$ 402 \$ 402 \$ 3,682,462 \$ 1,226,374 \$ 4,908,836 \$ - \$ - \$ 3,682,462 \$ 3,682,462 | \$ 974,259 \$ 2,656,078 \$ - \$ 97,592 \$ 97,592 \$ 543,247 \$ 8,220 \$ 551,466 \$ 1,086,130 \$ 3,381,176 \$ - \$ - \$ - | \$ 872,096 \$ \$ 872,096 \$ \$ 872,096 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 782,728 782,728 782,728 78,302 78,302 6 400,154 6 6,697 406,850 6 475,676 6 873,662 6 1,349,338 | \$ 690,357 \$ 690,357 \$ 68,982 \$ 68,982 \$ 5,960 \$ 422,351 \$ 495,102 \$ 771,356 \$ 1,266,458 \$ - \$ - \$ - | \$ 590,307 \$ 590,307 \$ 58,876 \$ 58,876 \$ 433,396 \$ 5,605 \$ 439,001 \$ 515,446 \$ 661,181 \$ 1,176,627 \$ - \$ - \$ - \$ 515,446 | \$ 485,655 \$ 485,655 \$ - \$ 48,274 \$ 48,274 \$ 7,655 \$ 487,329 \$ 570,339 \$ 549,104 \$ 1,119,443 \$ - \$ - \$ - \$ - | \$ 356,554 \$ 356,554 \$ - \$ 35,146 \$ 35,146 \$ 505,099 \$ 12,106 \$ 517,205 \$ 592,162 \$ 412,983 \$ 1,005,145 \$ - \$ - \$ - \$ 592,162 | \$ 191,695 \$ \$ 191,695 \$ \$ 191,695 \$ \$ \$ 191,695 \$ \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 17,964 \$ \$ \$ 523,412 \$ \$ 28,064 \$ \$ 551,477 \$ \$ 523,412 \$ \$ 243,115 \$ \$ 766,528 \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ - \$ | - S - S - S - S - S - S - S - S - S - S |

| EP | | | | | | | | | | | | | | | | |
|--|---|---|--|--|--|--|--|--|---|---|---|--|--|--|--|--|
| No. | EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/ |
| | | \$ (7,421) \$ | ė | \$ 200,000 | \$ 1,550,000 | \$ 1,019,471 | \$ 377,288 | \$ 280,277 | \$ 289,828 | \$ 301,970 | \$ 314,755 | \$ 348,951 | \$ 368,126 | \$ 381,809 | \$ - | Ś |
| 22B | | \$ (7,421) | \$ - | \$ 200,000 | \$ 1,330,000 | \$ 4,008 | | | · · · · · · · · · · · · · · · · · · · | | | | | | | \$ |
| | | \$ (7,421) | \$ - | \$ 200,000 | \$ 1,550,000 | \$ 1,023,479 | \$ 385,919 | \$ 288,608 | \$ 297,515 | \$ 309,317 | \$ 322,152 | \$ 358,410 | \$ 381,920 | \$ 411,659 | \$ - | \$ |
| | | \$ 17,119,192 \$ | \$ 4.012.546 | \$ 10.092.621 | \$ 17.279.792 | \$ 25.121.360 | \$ 23,112,637 | \$ 10.620.136 | \$ 10.786.568 | \$ 10.958.772 | \$ 11,409,547 | \$ 12.159.654 | \$ 11.818.078 | \$ - | \$ - | s |
| 22M | Guideways-MUNI | \$ - \$ | \$ - | \$ - | \$ - | \$ 593,907 | \$ 1,106,068 | \$ 1,102,248 | \$ 1,104,319 | \$ 1,120,343 | \$ 1,170,021 | 1,316,272 | \$ 1,557,693 | \$ 1,198,238 | \$ - | \$ |
| | | \$ 17,119,192 \$ | \$ 4,012,546 | \$ 10,092,621 | \$ 17,279,792 | \$ 25,715,266 | \$ 24,218,705 | \$ 11,722,384 | \$ 11,890,887 | \$ 12,079,115 | \$ 12,579,568 | \$ 13,475,926 | \$ 13,375,771 | \$ 1,198,238 | \$ - | \$ |
| | | \$ 749,439 \$ | \$ 491,007 | \$ 7,412,685 | \$ 2,326,362 | \$ 113,750 | \$ - | \$ - | \$ - | \$ - | \$ - | ş - | \$ - | \$ - | \$ - | \$ |
| 22P | Guideways-Caltrain | \$ 30,382 \$ | \$ 24,636 | \$ 150,283 | \$ 290,677 | \$ 427,757 | \$ 353,057 | | | | | | | • | - | \$ |
| | | \$ 779,821 \$ | \$ 515,643 | \$ 7,562,968 | \$ 2,617,039 | \$ 541,507 | \$ 353,057 | \$ 316,008 | \$ 283,591 | \$ 250,080 | \$ 213,776 | \$ 175,786 | \$ 128,892 | \$ 68,778 | \$ - | \$ |
| | | s - s | \$ 1,236,708 | \$ 9,539,187 | \$ 7,965,125 | \$ 5,628,600 | \$ 1,762,889 | \$ 1,236,242 | \$ 1,259,304 | \$ 1,215,901 | \$ 1,265,537 | \$ 1,400,649 | \$ 1,476,199 | \$ - | \$ - | \$ |
| 22U | Guideways-Discretionary | \$ - \$ | \$ - | \$ - | \$ - | \$ 155,347 | \$ 164,517 | \$ 161,166 | \$ 159,304 | \$ 156,134 | \$ 156,182 | \$ 169,464 | | | | \$ |
| | | s - s | \$ 1,236,708 | \$ 9,539,187 | \$ 7,965,125 | \$ 5,783,947 | \$ 1,927,406 | \$ 1,397,408 | \$ 1,418,608 | \$ 1,372,035 | \$ 1,421,719 | \$ 1,570,113 | \$ 1,677,265 | \$ 161,946 | \$ - | \$ |
| | | \$ 17,861,209 \$ | \$ 5,740,262 | \$ 27,244,493 | \$ 29,121,279 | \$ 31,883,181 | \$ 25,252,814 | \$ 12,136,655 | \$ 12,335,701 | \$ 12,476,643 | \$ 12,989,839 | \$ 13,909,254 | \$ 13,662,404 | \$ 381,809 | \$ - | \$ |
| | Total Guideways | \$ 30,382 \$ | \$ 24,636 | \$ 150,283 | \$ 290,677 | \$ 1,181,019 | \$ 1,632,273 | \$ 1,587,753 | \$ 1,554,900 | \$ 1,533,903 | \$ 1,547,376 | \$ 1,670,981 | \$ 1,901,444 | \$ 1,458,812 | \$ - | \$ |
| | | \$ 17,891,592 \$ | \$ 5,764,898 | \$ 27,394,776 | \$ 29,411,956 | \$ 33,064,199 | \$ 26,885,087 | \$ 13,724,408 | \$ 13,890,601 | \$ 14,010,546 | \$ 14,537,215 | \$ 15,580,235 | \$ 15,563,848 | \$ 1,840,621 | \$ - | \$ |
| | Total System Maintenance and | \$ 35,806,296 \$ | \$ 27.342.785 | \$ 126,135,639 | \$ 123,799,942 | \$ 100.336.360 | \$ 43,276,699 | \$ 13.361.829 | \$ 13.594.306 | \$ 13,474,203 | \$ 14.028.257 | \$ 15.058.391 | \$ 14.864.587 | \$ 8,582,984 | \$ - | Ś |
| | Renovation (Vehicles, Facilities, and Guideways) | \$ 478,550 \$ | | | | | | | | | \$ 6,774,807 | | | | • | • |
| | | \$ 36,284,846 \$ | \$ 28,022,103 | \$ 128,332,361 | \$ 129,243,635 | \$ 110,750,711 | \$ 53,214,574 | \$ 22,427,477 | \$ 21,915,018 | \$ 21,031,374 | \$ 20,803,065 | \$ 21,149,478 | \$ 20,226,212 | \$ 12,598,195 | \$ 1,769,805 | \$ 4,5 |
| | | \$ 41,781,261 \$ | \$ 36.029.440 | \$ 175 805 923 | \$ 147 460 096 | \$ 121 606 854 | \$ 66 647 963 | \$ 17 285 087 | \$ 15.481.808 | \$ 15 128 998 | \$ 15 384 528 | \$ 16 553 380 | \$ 15 060 773 | \$ 16 187 515 | ¢ . | Ś |
| ANSIT | | \$ 3,171,660 \$ | | | | | | | | | | | | | | • |
| | | \$ 44,952,921 \$ | \$ 39,147,292 | \$ 180,160,921 | \$ 156,642,070 | \$ 138,299,756 | \$ 82,403,444 | \$ 31,670,186 | \$ 28,616,880 | \$ 26,970,477 | \$ 25,857,073 | \$ 25,741,540 | \$ 23,671,975 | \$ 21,801,954 | \$ 2,208,212 | \$ 5,6 |
| ISIT | T | \$ 10,627,497 \$ | \$ 6 130 052 | \$ 9.590.803 | \$ 12 578 010 | \$ 13 300 000 | \$ 13 300 000 | \$ 3,325,000 | ¢ . | ¢ _ | ¢ . | <u>.</u> | ¢ _ | ¢ . | s - | \$ |
| 23 | | \$ 1,196,461 \$ | | | | | | | | \$ 2,254,382 | \$ 1,981,347 | \$ 1,711,363 | \$ 1,402,398 | \$ 1,213,740 | | \$ |
| | | \$ 11,823,958 \$ | \$ 7,260,504 | | | | | | | | | | | | | \$ |
| | | £ 40 (07 407 £ | | ¢ 0.500.000 | ¢ 40 570 040 | ć 43 300 000 | £ 42.200.000 | ¢ 2225.000 | _ | | | | ^ | ^ | ^ | |
| RATRA | NSIT | \$ 10,627,497 \$ \$ 1,196,461 \$ | | | | | | \$ 3,325,000 \$ 2,764,569 | | \$ - \$ 2.254.382 | \$ 1,981,347 | \$ - \$ 1.711.363 | \$ - \$ 1,402,398 | \$ - \$ 1,213,740 | | \$ |
| | | \$ 11,823,958 \$ | | | | | | | | | | | | | | \$ |
| | AFFIC SAFETY | | | | | | | | | | | | | | | |
| ND TR | | | • | | | • | • | 4 | | | | | | • | | |
| ND TR | Golden Gate Bridge South Access | \$ 38,068 \$ \$ 822,681 \$ | | · · · · · · · · · · · · · · · · · · · | | | | | | | | | \$ 5,000 \$ - | | \$ - \$ - | \$ |
| | Golden Gate Bridge South Access (Dovle Drive) | \$ 38,068 \$ \$ 822,681 \$ \$ 860,749 \$ | \$ 700,768 | \$ 476,774 | \$ 689,826 | \$ 960,395 | \$ 747,597 | \$ 612,615 | \$ 476,264 | \$ 324,687 | \$ 146,729 | \$ - | \$ - | \$ - | \$ - | \$ \$ \$ |
| | Golden Gate Bridge South Access (Dovle Drive) | \$ 822,681 \$ \$ 860,749 \$ | \$ 700,768 \$ 928,633 | \$ 476,774 \$ 729,054 | \$ 689,826 \$ 714,826 | \$ 960,395 \$ 980,395 | \$ 747,597 \$ 762,597 | \$ 612,615 \$ 627,615 | \$ 476,264 \$ 491,264 | \$ 324,687 \$ 334,687 | \$ 146,729 \$ 151,729 | \$ - \$ 5,000 | \$ - \$ 5,000 | \$ - \$ - | \$ - \$ - | \$ \$ |
| 24 | Golden Gate Bridge South Access (Dovle Drive) | \$ 822,681 \$ \$ 860,749 \$ | \$ 700,768 \$ 928,633 | \$ 476,774 \$ 729,054 | \$ 689,826 \$ 714,826 \$ - | \$ 960,395 \$ 980,395 \$ - | \$ 747,597 \$ 762,597 \$ - | \$ 612,615 \$ 627,615 \$ - | \$ 476,264 \$ 491,264 | \$ 324,687 \$ 334,687 | \$ 146,729 | \$ - \$ 5,000 | \$ - \$ 5,000 | \$ - \$ - | \$ - \$ - | \$ |
| 24 | Golden Gate Bridge South Access (Doyle Drive) | \$ 822,681 \$ \$ 860,749 \$ | \$ 700,768 \$ 928,633 \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - | \$ 689,826 \$ 714,826 \$ - | \$ 960,395 \$ 980,395 \$ - \$ - | \$ 747,597 \$ 762,597 \$ - | \$ 612,615 \$ 627,615 \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - | \$ 324,687 \$ 334,687 \$ - | \$ 146,729 \$ 151,729 \$ - | \$ - \$ 5,000 \$ - \$ - | \$ - \$ 5,000 \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - | \$ \$ |
| 24 | Golden Gate Bridge South Access (Doyle Drive) | \$ 822,681 \$ \$ 860,749 \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - | \$ - \$ 5,000 \$ - \$ - \$ - | \$ - \$ 5,000 \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ |
| 24 | Golden Gate Bridge South Access (Doyle Drive) | \$ 822,681 \$ \$ 860,749 \$ \$ - \$ \$ - \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 5 \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - | \$ - \$ 5,000 \$ - \$ - \$ - | \$ - \$ 5,000 \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ |
| 24 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair | \$ 822,681 \$ \$ 860,749 \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 5 \$ - \$ 5 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ 3,132 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ |
| 24 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ 5 \$ 6 \$ \$ \$ 6 \$ \$ \$ \$ \$ \$ 6 \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ 27,466 | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ - \$ 129,560 \$ 129,560 | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ - \$ 129,559 | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ - \$ - \$ 12,155 \$ 12,155 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ 3,132 \$ 3,132 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 25 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ 27,466 | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ - \$ 129,559 | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 743,973 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ 3,132 \$ 3,132 \$ 857,008 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 25 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ 5 \$ 6 \$ \$ \$ 6 \$ \$ \$ \$ \$ \$ 6 \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ - \$ 2,648,000 \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ - \$ 129,559 \$ 1,698,000 \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 743,973 \$ 10,167 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 | \$ - \$ 5,000 \$ - \$ - \$ - \$ 3,132 \$ 3,132 \$ 857,008 \$ 13,661 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,050 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 25 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 5 \$ 5 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ 27,466 \$ - \$ 27,466 | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 108,438 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ 2,648,000 \$ - \$ 2,648,000 | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 743,973 \$ 10,167 \$ 754,140 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 | \$ - \$ 5,000 \$ - \$ - \$ - \$ 3,132 \$ 3,132 \$ 3,132 \$ 857,008 \$ 13,661 \$ 870,669 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 5 \$ 5 \$ \$ \$ 5 \$ \$ 5 \$ \$ \$ \$ 5 \$ \$ \$ 5 \$ \$ \$ 5 \$ \$ \$ \$ 5 \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ 2,648,000 \$ 2,648,000 | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 11,451,717 \$ 11,302 \$ 1,463,019 \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 743,973 \$ 10,167 \$ 754,140 \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 | \$ - \$ 5,000 \$ - \$ - \$ - \$ 3,132 \$ 3,132 \$ 3,132 \$ 857,008 \$ 13,661 \$ 870,669 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,050 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 5 \$ 5 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ 2,648,000 \$ - \$ 2,648,000 | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ 1,698,000 | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 | \$ - \$ 5,000 \$ - \$ - \$ - \$ 3,132 \$ 3,132 \$ 3,132 \$ 857,008 \$ 13,661 \$ 870,669 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ 60,749 \$ \$ \$ 60,749 \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ - \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ 129,559 \$ - \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ 1,698,000 | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 \$ - \$ - | \$ - \$ 5,000 \$ - \$ 5,000 \$ - \$ 5 - | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 28 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ 60,749 \$ \$ \$ 60,749 \$ \$ \$ 60,749 \$ \$ 6 | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 950,000 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ 129,559 \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ 12,155 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 \$ - \$ - \$ - | \$ - \$ 5,000 \$ - \$ 5,000 \$ - \$ 5 - \$ 5 - \$ 5 - \$ 5 - \$ 5 13,661 \$ 870,669 \$ - \$ 5 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 28 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge Golden Gate Park/SR1Traffic Study | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 950,000 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ - \$ 129,560 \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ 2,201,717 \$ - \$ 2,201,717 \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ 12,55 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 \$ - \$ - \$ - | \$ - \$ 5,000 \$ 5,000 \$ 5 - \$ | \$ - \$ 5,000 \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ 22,050 \$ 925,288 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 5 \$ 7,725 \$ 7,921 \$ 7,925 \$ | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
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| 24 25 26 27 28 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge Golden Gate Park/SR1Traffic Study Other Upgrades to Major Arterials | \$ 822,681 \$ \$ 860,749 \$ \$ 860,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ - \$ - \$ - \$ 1,787,796 \$ 26,974 \$ 1,814,770 \$ 2,846,233 \$ 26,974 \$ 2,873,208 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ 129,560 \$ 2,648,000 \$ 2,648,000 \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ 3,962 \$ 39,962 \$ 39,962 \$ 2,777,560 \$ 39,962 \$ 2,817,522 | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ 2,55,470 \$ 2,791,485 \$ 36,596 \$ 2,855,085 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 12,155 \$ 743,973 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ 13,301 \$ 31,301 \$ 743,973 \$ 31,301 \$ 31,301 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 784,088 \$ - \$ - \$ - \$ - \$ - \$ 72,741 \$ 784,088 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 7,000 \$ 7,000 \$ 13,610 \$ 870,669 \$ 7,000 \$ 7,0 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ 22,050 \$ 925,288 \$ - \$ - \$ - \$ - \$ - \$ 10,234 \$ 10,234 \$ 903,237 \$ 32,284 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 51,725 \$ 987,646 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 28 29 30 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge Golden Gate Park/SR1Traffic Study Other Upgrades to Major Arterials Total New and Upgraded Streets | \$ 822,681 \$ \$ 860,749 \$ \$ 860,749 \$ \$ \$ 860,749 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ 950,000 \$ - \$ 950,000 \$ - \$ - \$ - \$ - \$ 1,787,796 \$ 26,974 \$ 1,814,770 \$ 2,846,233 \$ 2,873,208 \$ 2,286,794 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ 129,560 \$ 2,648,000 \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ 39,962 \$ 39,962 \$ 2,777,560 \$ 39,962 \$ 2,817,522 \$ 1,713,043 | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 1,827,559 \$ 1,827,559 \$ 1,827,559 | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,201,717 \$ - \$ 2,201,717 \$ - \$ - \$ - \$ - \$ 47,141 \$ 47,141 \$ 47,141 \$ 2,248,858 | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ 2,791,485 \$ 36,596 \$ 2,855,085 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ - \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 784,088 \$ - \$ - \$ - \$ - \$ - \$ 25,427 \$ 25,427 \$ 25,427 \$ 317,589 \$ 1,788,046 | \$ - \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 7,000 \$ 7,000 \$ 13,661 \$ 870,669 \$ 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 28 29 30 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge Golden Gate Park/SR1Traffic Study Other Upgrades to Major Arterials Total New and Upgraded Streets New Signals and Signs | \$ 822,681 \$ \$ 860,749 \$ \$ \$ 60,749 \$ \$ \$ \$ 60,749 \$ \$ \$ \$ 5 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ 129,560 \$ 2,648,000 \$ 2,648,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,791,485 \$ 63,600 \$ 2,855,085 \$ 1,659,354 \$ 247,820 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ - \$ 743,973 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 8,075 \$ 774,347 \$ 784,088 \$ - \$ - \$ - \$ - \$ - \$ 1,784,046 \$ 289,189 | \$ - \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 7,008 \$ 13,661 \$ 870,669 \$ 7,008 \$ 7,008 \$ 7,008 \$ 7,008 \$ 18,894 \$ 18,894 \$ 18,894 \$ 18,894 \$ 18,894 | \$ - \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 7,000 \$ 7,000 \$ 7,000 \$ 903,237 \$ 22,050 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 28 29 30 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge Golden Gate Park/SR1Traffic Study Other Upgrades to Major Arterials Total New and Upgraded Streets New Signals and Signs | \$ 822,681 \$ \$ 860,749 \$ \$ 860,749 \$ \$ \$ 860,749 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ 129,560 \$ 2,648,000 \$ 2,648,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,791,485 \$ 63,600 \$ 2,855,085 \$ 1,659,354 \$ 247,820 | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 12,155 \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ - \$ 743,973 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 774,347 \$ 784,088 \$ - \$ - \$ - \$ - \$ - \$ 25,427 \$ 25,427 \$ 25,427 \$ 317,589 \$ 1,788,046 | \$ - \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 7,008 \$ 13,661 \$ 870,669 \$ 7,008 \$ 7,008 \$ 7,008 \$ 7,008 \$ 18,894 \$ 18,894 \$ 18,894 \$ 18,894 \$ 18,894 | \$ - \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 5,000 \$ 7,000 \$ 7,000 \$ 7,000 \$ 903,237 \$ 22,050 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 \$ 7,000 \$ 925,288 | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |
| 24 25 26 27 28 29 30 | Golden Gate Bridge South Access (Doyle Drive) Bernal Heights Street System Upgrading Great Highway Erosion Repair Visitacion Valley Watershed Illinois Street Bridge Golden Gate Park/SR1Traffic Study Other Upgrades to Major Arterials Total New and Upgraded Streets New Signals and Signs | \$ 822,681 \$ \$ 860,749 \$ \$ 860,749 \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$. \$ \$ \$ \$. \$ \$. \$ \$ \$. \$. \$ \$. \$ \$. \$. \$ \$. \$. \$ \$. \$. \$ \$. \$. \$ \$. | \$ 700,768 \$ 928,633 \$ - \$ - \$ - \$ 27,466 \$ - \$ 27,466 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,774 \$ 729,054 \$ - \$ - \$ - \$ 108,438 \$ - \$ 108,438 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 950,000 \$ - \$ 1,787,796 \$ 2,6974 \$ 1,814,770 \$ 2,846,233 \$ 26,974 \$ 1,814,770 \$ 2,846,233 \$ 2,974 \$ 2,873,208 | \$ 689,826 \$ 714,826 \$ - \$ - \$ - \$ 129,560 \$ 129,560 \$ 2,648,000 \$ 2,648,000 \$ - \$ 2,648,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,648,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 960,395 \$ 980,395 \$ - \$ - \$ - \$ 129,559 \$ - \$ 1,698,000 \$ - \$ 1,698,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 747,597 \$ 762,597 \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,201,717 \$ - \$ 2,201,717 \$ - \$ - \$ - \$ - \$ - \$ 2,201,717 \$ - \$ - \$ - \$ - \$ 2,201,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 612,615 \$ 627,615 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ 2,451,717 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 476,264 \$ 491,264 \$ - \$ - \$ - \$ - \$ 1,339,768 \$ 15,702 \$ 1,355,470 \$ 1,451,717 \$ 11,302 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ 1,355,470 \$ 1,463,019 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 324,687 \$ 334,687 \$ - \$ - \$ - \$ - \$ 12,155 \$ 12,155 \$ 12,155 \$ 743,973 \$ 10,167 \$ 754,140 \$ - \$ - \$ - \$ - \$ - \$ 1,155 \$ 13,301 \$ 31,301 \$ 31,301 | \$ 146,729 \$ 151,729 \$ - \$ - \$ - \$ - \$ 8,075 \$ 8,075 \$ 8,075 \$ 774,347 \$ 9,741 \$ 784,088 \$ - \$ - \$ - \$ - \$ - \$ 1,784,088 | \$ - 5,000 \$ - 5,000 \$ - 5,000 \$ - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | \$ - \$ 5,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - S - S - S - S - S - S - S - S - S - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ |

| | | | | | | | | | Cash Flow and | | | | (| , | | |
|-------------|---|--------------------|------------------------|---------------------------|----------------------------|----------------|----------------------------|---|------------------------------|---------------|---------------|---------------|---------------|---------------|--------------|----------|
| EP No. | EP Line Item | FY2019/20 | FY2020/21 | FY2021/22 | FY2022/23 | FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/3 |
| Г | | 1. | | Τ. | | 1 - | | | | | | | | | | Ι. |
| | 6. 1 16. | \$ 5,026,992 | \$ 4,681,755 | \$ 6,289,908 | | | | | \$ 4,126,332 | | | | | | | \$ |
| 33 | Signals and Signs | \$ - | \$ - | \$ - | \$ - | | \$ 121,978 | | | | | | | | | \$ |
| l | | \$ 5,026,992 | \$ 4,681,755 | \$ 6,289,908 | \$ 8,304,483 | \$ 6,484,819 | \$ 6,830,418 | \$ 4,105,102 | \$ 4,233,968 | \$ 4,401,249 | 4,582,897 | 5,097,560 | \$ 5,434,538 | \$ 5,858,970 | \$ - | \$ |
| | | \$ 7,785,423 | \$ 4,780,224 | \$ 6,720,668 | \$ 7,543,936 | \$ 4,730,397 | \$ 5,629,424 | \$ 6,248,611 | \$ 4,306,407 | \$ 4,694,004 | \$ 4,885,625 | \$ - | \$ - | \$ - | \$ - | \$ |
| 34 | Street Resurfacing, Rehabilitation, and Maintenance | \$ 272,996 | \$ 300,078 | \$ 285,294 | \$ 574,325 | \$ 926,443 | \$ 888,697 | \$ 951,120 | \$ 945,047 | \$ 965,989 | \$ 1,012,327 | \$ 826,184 | \$ 594,571 | \$ 281,900 | \$ - | \$ |
| | Maintenance | \$ 8,058,419 | \$ 5,080,302 | \$ 7,005,962 | \$ 8,118,261 | \$ 5,656,840 | \$ 6,518,121 | \$ 7,199,731 | \$ 5,251,454 | \$ 5,659,993 | 5,897,952 | \$ 826,184 | \$ 594,571 | \$ 281,900 | \$ - | \$ |
| ſ | | | | | | | | | | | • | | | | | |
| 25 | Street Bennis and Cleaning Equipment | \$ 371,952 | \$ 267,860 | \$ 3,042,349 | | | | | \$ 1,086,886 | | | | | | | \$ |
| 35 | Street Repair and Cleaning Equipment | \$ - | \$ - | 5 - 2 0 4 2 3 4 0 | • | • | \$ 22,697 | | | | | | | | | \$ |
| Į | | \$ 371,952 | \$ 267,860 | \$ 3,042,349 | \$ 960,169 | \$ 960,629 | \$ 1,586,903 | \$ 1,070,969 | \$ 1,106,203 | \$ 1,148,646 | 1,194,465 | 1,326,567 | \$ 1,410,490 | \$ 1,508,883 | \$ - | \$ |
| [| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | ş - ! | \$ - | \$ - | \$ - | \$ - | \$ |
| 36 | Embarcadero Roadway Incremental O&M | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ |
| | Odm | \$ - | \$ - | \$ - | \$ - | \$ - | | | \$ - | | | | | | | \$ |
| Ī | | 1 | | T | | T | | | | | | | | _ | | |
| | Pedestrian and Bicycle Facility | \$ 131,701 | | \$ 1,998,211 | | | | | | | | | | | | \$ |
| 37 | Maintenance | \$ - | | \$ 5,492 | | | | | | | | | | | | \$ |
| Į | | \$ 131,701 | \$ 1,050,264 | \$ 2,003,703 | \$ 1,192,868 | \$ 888,337 | \$ 786,797 | \$ 814,565 | \$ 842,307 | \$ 875,988 | 913,240 | \$ 1,013,998 | \$ 981,804 | \$ 4,378 | \$ - | \$ |
| ſ | | \$ 2 354 455 | \$ 7.081.872 | \$ 10.761.727 | \$ 14 807 111 | \$ 7 520 361 | \$ 3,915,530 | \$ 1,830,000 | \$ 450,000 | \$ - | ş - ! | \$ - | \$ - | \$ - | \$ - | \$ |
| 38 | Traffic Calming | \$ | \$ - | | \$ 340,752 | | | | | | | | | | | \$ |
| 50 | - | \$ 2,354,455 | • | | | | | | \$ 1,183,027 | | | | | | | \$ |
| _ | | , , | . , , | , , | | | , , | . , , | , , | | , | | | | | |
| | | \$ 1,224,228 | \$ 1,568,177 | \$ 5,107,537 | \$ 3,921,975 | \$ 2,730,610 | \$ 3,609,000 | \$ 786,366 | \$ - | \$ - | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ |
| 39 | Bicycle Circulation and Safety | \$ - | \$ - | \$ 19,697 | \$ 125,940 | \$ 283,512 | \$ 371,390 | \$ 363,264 | \$ 327,507 | \$ 290,756 | \$ 251,218 | \$ 210,618 | \$ 161,699 | \$ 109,204 | \$ - | \$ |
| | | \$ 1,224,228 | \$ 1,568,177 | \$ 5,127,234 | \$ 4,047,915 | \$ 3,014,122 | \$ 3,980,390 | \$ 1,149,630 | \$ 327,507 | \$ 290,756 | \$ 251,218 | \$ 210,618 | \$ 161,699 | \$ 109,204 | \$ - | \$ |
| Ī | | £ 404.3E8 | ć 2./22.254 | ć 2 502 775 | Ć 4.7/E E24 | £ 28/00/3 | 6 24/74/2 | £ 848.004 | ć 943.0E4 | \$ - | | ş - | • | • | • | |
| 40 | Pedestrian Circulation and Safety | \$ 106,238 | | | | | \$ 2,167,162 | | | | | | | | | \$ |
| 40 | redestrial circulation and salety | \$ - \$ 106.258 | | \$ 27,100 | | | \$ 249,876 \$ 2,417,038 | | \$ 248,202 S \$ 1,091,257 | | | | | | | \$ |
| L | | ¥ .00,200 | * 2,022,201 | \$ 5,515,575 | ,,,,,,,,, | \$ 5,57.1,557 | 2,, | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | · .,07.,207 | 2.0,072 | , | ,, | , | * | * | |
| | | \$ 287,965 | \$ 12,890 | \$ 2,382,038 | \$ 1,862,523 | \$ 2,024,956 | \$ 2,406,091 | \$ 1,692,003 | \$ 1,125,023 | \$ 1,170,518 | \$ 1,218,306 | \$ 1,348,359 | \$ 1,421,093 | \$ 1,472,516 | \$ - | \$ |
| 41 | Curb Ramps | \$ - | \$ - | \$ - | \$ - | \$ - | | | | | | | | | | \$ |
| | | \$ 287,965 | \$ 12,890 | \$ 2,382,038 | \$ 1,862,523 | \$ 2,024,956 | | | \$ 1,152,342 | | | | | | | \$ |
| ī | | 1 | | | | T | | | | | | | | | | 1 |
| | | \$ 2,195,044 | | | | | | | \$ 1,542,782 | | | | | | | |
| 42 | Tree Planting and Maintenance | \$ - | \$ - | \$ - | | | | | | | | | | | | \$ |
| | | \$ 2,195,044 | \$ 1,683,818 | \$ 2,635,220 | \$ 1,561,966 | \$ 1,625,587 | \$ 1,967,563 | \$ 1,541,653 | \$ 1,591,600 | \$ 1,650,527 | 1,719,324 | \$ 1,913,049 | \$ 2,041,939 | \$ 2,201,112 | \$ - | \$ |
| | | \$ 25,174 619 | \$ 26.574.012 | \$ 50,684 480 | \$ 47,835,009 | \$ 36,998 834 | \$ 34,911 353 | \$ 24,636,546 | \$ 19,556,803 | \$ 17.043 965 | \$ 17.747 095 | \$ 12,266 691 | \$ 12.846 120 | \$ 12,359 334 | \$ - | S |
| L STREETS A | AND TRAFFIC SAFETY | \$ 1,095,677 | | | | | | | \$ 3,313,289 | | | | | | | \$ |
| | | | | | | | | | \$ 22,870,092 | | | | | | | \$ |
| SPORTATION | N SYSTEMS MANAGEMENT/STRATEGIC INI | | | | | | | | | | | | | | | |
| | Transportation Demand Management / | \$ 213,180 | \$ 424,867 | \$ 3,217,096 | \$ 1,213,777 | \$ 840,000 | \$ 581,577 | \$ 412,020 | \$ 431,000 | \$ 452,610 | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ |
| | Parking Management | \$ - | | | | | | \$ 112,891 | \$ 114,265 | \$ 118,123 | \$ 100,987 | \$ 83,059 | \$ 60,934 | \$ 32,618 | | |
| | 5 ······· | \$ 213,180 | \$ 424,867 | \$ 3,239,391 | \$ 1,275,777 | \$ 958,671 | \$ 696,031 | \$ 524,911 | \$ 545,265 | \$ 570,732 | 100,987 | \$ 83,059 | \$ 60,934 | \$ 32,618 | \$ - | \$ |
| ſ | | £ 4440.000 | ¢ 4// 02/ | t 2745 045 | ¢ 2.404.245 | ¢ 4.075.000 | ¢ 422.222 | ¢ 453.077 | e . | • | | | | <u>.</u> | • | • |
| 44 | Transportation/Land Use Coordination | \$ 1,669,989 | | \$ 2,745,815 | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | \$ |
| 44 | Transportation/Land Use Coordination | \$ 1,669,989 | | \$ 37,330 \$ 2,783,144 | \$ 110,511 \$ 2,294,876 | | | | | | | | | | | \$ |
| | | .,,,,,,, | , 300,724 | 2,700,144 | -,-,-,-,070 | -,111,440 | - 555,176 | , 500,407 | 7 .71,410 | | | | , ,0,0,1 | 7,172 | • | |
| L TRANSPOR | DTATION SYSTEMS | \$ 1,883,168 | \$ 1,091,791 | \$ 5,962,911 | \$ 3,398,142 | \$ 2,715,000 | \$ 1,204,809 | \$ 1,064,997 | \$ 431,000 | \$ 452,610 | \$ - ! | \$ - | \$ - | \$ - | \$ - | \$ |
| | RTATION SYSTEMS RATEGIC INITIATIVES | \$ - | | \$ 59,625 | | | | | | \$ 284,351 | 239,566 | \$ 191,682 | \$ 131,005 | \$ 39,809 | \$ - | \$ |
| CEMENTI/31 | INTEGIC INTEGRALIA | \$ 1,883,168 | \$ 1,091,791 | \$ 6,022,536 | \$ 3,570,653 | \$ 3,070,110 | \$ 1,534,206 | \$ 1,393,398 | \$ 736,681 | \$ 736,961 | \$ 239,566 | \$ 191,682 | \$ 131,005 | \$ 39,809 | \$ - | \$ |
| | | 1 | | | | | | | | | | | | | | |
| L CTD LTCC | C DI AN | | | | | | | | \$ 35,469,611 | | | | | | | \$ |
| L STRATEGI | C PLAN | . , , | · , , | | . , , | . , , | . , , | . , , | \$ 19,265,628 | . , , | . , , | | . , , | . , , | · , , | |
| | | \$ 84,930,343 | \$ /5,074,445 | \$ 248,210,009 | \$ 224,183,030 | \$ 198,058,575 | \$ 138,644,294 | \$ 67,325,864 | \$ 54,/35,239 | \$ 50,033,265 | 48,5/6,022 | 42,161,860 | \$ 39,922,957 | \$ 37,063,312 | \$ 2,208,212 | \$ 5,64 |



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

Memorandum

AGENDA ITEM 4

DATE: October 28, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/9/2021 Board Meeting: Adopt the 2021 Prop K Strategic Plan and Amend 11

5-Year Prioritization Programs

RECOMMENDATION □ Information ⋈ Action

- Adopt the 2021 Prop K Strategic Plan
- Amend 11 5-Year Prioritization Programs (5YPPs)

SUMMARY

The Prop K Strategic Plan is the 30-year financial plan for the sales tax. We typically update the plan every 5 years along with updates to the 5YPPs that establish the next 5 years of projects to be funded. We are in the middle of the 2019 5YPP period covering Fiscal Years (FYs) 2019/20-2023/24. This midcycle 2021 Strategic Plan update was triggered by the COVID-19 pandemic that has hit San Francisco's sales tax revenues particularly hard. It helps ensure that we can meet our existing financial obligations and support new allocations as we lower revenues by 3.9% or \$129 million through the end of the plan period (FY 2033/34), with revenues down the most in the near term. We are pleased that despite lower revenues we can maintain current programming levels across all categories through FY 2024/25. We worked with project sponsors to revise reimbursement schedules to reflect current project delivery schedules, resulting in less debt and lower financing costs. We are also releasing the capital reserve from the past 3 years. The net impact is a reduction of only \$20 million for projects over the plan period. We are not proposing updates to Strategic Plan Policies, nor did we conduct a wholesale call for projects as we would for a full 5YPP update. We are, however, recommending a targeted set of programming updates to fund several new projects, increase funds for several existing projects, and advance funds for paratransit, Downtown Rail Extension, and new traffic signals. Related 5YPP amendments are summarized in Attachment 2 and detailed in Enclosure 2.

| ☐ Fund Allocation |
|---|
| oxtimes Fund Programming |
| \square Policy/Legislation |
| □ Plan/Study |
| ☐ Capital Project Oversight/Delivery |
| ☐ Budget/Finance |
| ☐ Contract/Agreement |
| □ Other: |
| |



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BACKGROUND

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K.

We last updated the Prop K Strategic Plan in fall 2018. Since that time, the COVID-19 pandemic has significantly impacted San Francisco's sales tax receipts. In FY 2018/19 (the last full year before the pandemic), Prop K sales tax receipts totaled approximately \$115.7 million. Sales tax revenues for FY 2019/20 (stay at home orders issued in March 2020) and FY 2020/21 (first full FY of the pandemic) dropped to \$99.3 million and \$86.5 million respectively, about a 25% drop since FY 2018/19.

DISCUSSION

Given reductions in Prop K sales tax revenues due to the global health pandemic, we initiated a mid-cycle update to the Prop K Strategic Plan to ensure there are sufficient funds to cover existing debt and grant obligations and to be confident that we can support future allocations. This update also allows us to ensure we have a bridge in funding for programmatic categories that are running out of funds in the next few years such as Paratransit and Traffic Calming, as we seek to reauthorize the sales tax in 2022. Reauthorization would continue the existing local sales tax for transportation for another 30 years and replenish funds available for ongoing programs, as well as add new types of projects that could be funded with the sales tax.

The 2021 Strategic Plan includes a true-up of actual revenues, expenditures, and financing costs for FYs 2018/19 - 2020/21 since the 2019 Strategic Plan was completed. The update also incorporates revised cash flow reimbursement schedules for many existing allocations and programmed, but unallocated funds to reflect delayed project delivery and/or



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reimbursement schedules, which cumulatively push out or delay Strategic Plan expenditures. The update also includes the addition of loans to cover cash flows for the Yerba Buena Island Southgate Road Realignment and West Side Bridges Seismic Retrofit projects totaling \$164.5 million while we await reimbursements from federal and state grants and the Treasure Island Development Authority (TIDA), on whose behalf we are leading these projects. We will recoup the full cost of the loans from TIDA including associated financing costs and interest earnings to keep the Prop K program whole.

We are pleased to be able to announce that despite lower projected revenues, the total funds available to projects is very similar to the amount in the 2019 Strategic Plan (\$2.52 billion vs. \$2.54 billion or about \$20 million less). This is mainly the result of lower finance costs and releasing the capital reserve for FYs 2018/19 through 2020/21. This allowed us to maintain current programming levels across all categories through FY 2024/25 ensuring bridge funding for ongoing programs. While we are targeting the June 2022 election for sales tax reauthorization, we wanted to ensure bridge funding through 2024 in case the ballot measure is delayed or doesn't achieve the required 2/3 voter approval the first time.

As part of the proposed 2021 Strategic Plan, we are also recommending a targeted set of programming updates to reflect updated priorities, and to position projects for discretionary funding.

Below are additional highlights of what is included in the proposed 2021 Strategic Plan.

Lower Sales Tax Revenue Projections. To assist with development of our revenue forecasts, we contracted with Muni Services, economic consultants with expertise in sales taxes. The revised sales tax projections shown take into consideration several factors including but not limited to employment, disposable income, tourism and visitor expenditures, and inflation. As shown in the 30-Year Revenue Projections (Year of Expenditures or YOE\$s) chart in Attachment 1 (slide 8), we estimate sales tax revenue to be about 3.9% or \$128.8 million lower over the 30-year Expenditure Plan period, for a total of \$3.17 billion versus the \$3.30 billion in the 2019 Strategic Plan. The revised revenue projections reflect a return to prepandemic annual revenues of \$115 million in FY 2023/24.

Delayed Project Reimbursement Schedules. When the Board allocates sales tax funds to a project, the approval action includes a cash flow reimbursement schedule for the project based on the proposed project schedule. This is one of the key tools we have for minimizing financing costs and maximizing funds available for projects. As part of the 2021 Strategic Plan development, we have worked closely with project sponsors to update cash reimbursement schedules based on updated project delivery schedules for both existing grants and for projects with programmed but unallocated funds. This has resulted in lower anticipated debt needs and associated finance costs for the overall Prop K program which helps mitigate the impacts of lower sales tax revenues on projects.

Less Debt and Lower Financing Costs. The Strategic Plan provides the first cut at what the program's debt needs could be if project sponsors requested allocation of funds, and delivered projects and requested reimbursement at the schedules anticipated in the Strategic Plan and 5YPPs. In general, sponsors are more optimistic or aggressive in the cash need assumptions than we see in reality (see Attachment 1, slides 10-11). In the 2021 Strategic Plan, we estimate



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a total long-term debt need of \$618 million, including the \$248 million revenue bond issued in 2017. This compares to the \$719 million in debt anticipated in the 2019 Strategic Plan. Similarly, estimated financing costs are down to \$274 million, which is \$48 million less than the \$322 million anticipated in the 2019 Strategic Plan. This reduction is primarily the result of project sponsors being slower to request allocations and reimbursements, and proactive cash and debt management by Transportation Authority staff.

It is important to note that the Strategic Plan uses conservative assumptions for financing cost to ensure we have sufficient funds to cover project needs and debt service costs. Based on 30-years of experience administering the sales tax, we expect actual financing costs to be significantly lower than what's shown in the 2021 update.

5YPP Amendments. As summarized in Attachment 2 and detailed in Enclosure 2, the 2021 Strategic Plan and associated amendments to 11 5YPPs include updates to the programming and reimbursement schedules for existing projects in the current 5YPP period (FYs 2019/20 - 2023/24). We have also proposed a minor, targeted programming refresh to reflect current project priorities and to position projects for discretionary funding, as follows:

Added New Projects. We are recommending 5YPP amendments to add several new projects with funds deobligated from projects completed under budget, or funds reprogrammed from other projects. New projects include Muni Communication Based Train Control (\$18,850,785), Mission Geneva Pavement Renovation (\$1,093,827), Junipero Serra Blvd Pavement Renovation (\$4,397,129), BART Tunnel Waterproofing M-Line Project (\$1,269,471), Candlestick Active Mobility & Transit Crossing (\$1,260,728), and Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) (\$3,527,710).

In addition, we are recommending reprogramming about \$23 million from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to 5 Fulton Transit Improvements (\$1,950,000), 14 Downtown Mission Transit Improvements (\$12,554,233), 30 Stockton Transit Improvements (\$2,495,767), and Muni Forward (\$3,184,360) and transit enhancements (\$2.75 million) placeholders. The proposed amendment would leave \$10 million in Prop K funds programmed for the Geary Boulevard Improvement Project for a side-running alignment, which has a significantly lower cost than the center-running project alignment (see separate agenda item).

For more detail on scope, schedule, budget, cost and funding for new projects, see project information forms in Enclosure 1.

• Increased Funding for Existing Projects. Our recommendation includes increasing the amount of Prop K funds on the following projects in the amounts shown: Application-Based Traffic Calming Program (\$898,360), Muni Metro East Expansion (\$4,240,948), Muni Vehicle Mid-Life Overhauls (\$12,309,576) – bringing sales tax funding up to \$14.3 million to support Muni reliability, Paratransit (\$9,320,970) – increasing from \$10.1 million to \$13.3 million annually for next 3 fiscal years, bridging to sales tax reauthorization, BART Accessibility Improvement Program (\$400,000), BART Elevator Renovation Program (\$500,000), Sunset Boulevard Pavement Renovation (\$100,000), and Traffic Signal Upgrade Contract 35 (\$5,345,910).



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 Advanced Funds to Meet Time Sensitive Funding Needs. There are three projects for which we recommend advancing funds from the outyears of the Prop K program to the near term. These include:

- Paratransit operations to advance funds to FYs 2022/23 2024/25 to increase programming (along with reprogramming de-obligated funds from prior year grants) from \$10.1 million to \$13.3 million during these years to provide nearterm funding stability for the program;
- Downtown Rail Extension to advance funds to FYs 2021/22 2023/24 to make \$19.5M available to support time sensitive project development activities while the project seeks entry into the Federal Transit Administration's Capital Investment Grant program; and
- New Signals Contract 66 to advance funds to FY 2022/23 to make \$3.45 million available to fully fund the construction phase of the project which was relying on Transportation Network Company (TNC) tax revenues which have been also hit hard by the pandemic and are unlikely to be available for this project when needed.

FINANCIAL IMPACT

The Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Adoption of the 2021 Strategic Plan and associated 5YPP amendments will program funds to specific projects by fiscal year. There is no impact of the recommended action on the agency's adopted FY 2021/22 budget since actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

The CAC considered this item at its October 27, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 2021 Strategic Plan Presentation
- Attachment 2 Summary of Changes by Expenditure Plan Line item
- Attachment 3 Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- Attachment 4 Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- Enclosure 1 Proposed 5YPP Amendments and Project Information Forms
- Enclosure 2 Strategic Plan Policies

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BD110921 RESOLUTION NO. 22-XX

RESOLUTION ALLOCATING \$3,835,710 IN PROP K FUNDS AND \$4,794,258 IN PROP AA FUNDS, WITH CONDITIONS, AND APPROPRIATING \$275,000 IN PROP K FUNDS FOR FOUR REQUESTS

WHEREAS, The Transportation Authority received four requests for a total of \$4,110,710 in Prop K local transportation sales tax funds and \$2,210,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Advanced Technology and Information Systems (SFgo); Street Resurfacing; Pedestrian Circulation/ Safety and Transportation/ Land Use Coordination; and from the Street Repair and Reconstruction category of the Prop AA Expenditure Plan; and

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

WHEREAS, Three of the four requests are consistent with the Prop K Strategic Plan and the 5YPPs for their respective categories as updated in the preceding item, and the Prop AA request is consistent with the Prop AA Strategic Plan; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with conditions, and appropriating \$275,000 in Prop K funds for the four requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its October 27, 2022 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the four subject requests as recommended by staff; now, therefore, be it

BD110921 RESOLUTION NO. 22-XX

RESOLVED, That the Transportation Authority hereby allocates \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with conditions, and appropriates \$275,000 in Prop K funds for four requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

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

Attachments:

- 1. Summary of Requests Received
- 2. Brief Project Descriptions
- 3. Staff Recommendations
- 4. Prop K and Prop AA Allocation Summaries FY 2021/22

Enclosure: Prop K/Prop AA Allocation Request Forms (4)

| _ | | | | | | | | | Levera | ging | | | | |
|--------------------|---------------------------------------|---------------------------------|--|---------------------------|-----------|----|-----------|------------------|-------------------------------|---------------------------------|---|---|-----------------------|-------------|
| Source | EP Line No./ Category ¹ | Project Sponsor ² | Project Name | Current Prop K Request | | | |] | Current Prop AA Request | Total Cost for quested Phase(s) | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | Phase(s) Requested | District(s) |
| Prop K | 32 | SFMTA | Bus Transit Signal Priority | \$ | 1,350,883 | | | \$ 1,350,883 | 80% | 0% | Construction | Citywide | | |
| Prop K, Prop AA | 34, Street | SFPW | Mission and Geneva Pavement Reconstruction | \$ | 1,093,827 | \$ | 4,794,258 | \$ 7,876,802 | 79% | 86% | Construction | 11 | | |
| Prop K | 40 | SFMTA | Mission / Geneva Safety Project | \$ | 1,391,000 | | | \$ 17,466,789 | 25% | 92% | Construction | 11 | | |
| Prop K | 44 | SFCTA | Ocean Avenue Action Plan [NTIP Planning] | \$ | 275,000 | | | \$ 300,000 | 40% | 8% | Planning/ Conceptual Engineering | 7 | | |
| | | | | | | | | | | | | | | |
| | | | TOTAL | \$ | 4,110,710 | \$ | 4,794,258 | \$ 26,994,474 | 44% | 85% | | | | |

Footnotes

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

² Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|--------------------------|--------------------|--|---------------------------|----------------------------|--|
| 32 | SFMTA | Bus Transit Signal Priority | \$ 1,350,883 | \$ - | Requested funds will be used to repair and replace the existing transit signal priority (TSP) equipment on buses and at signalized intersections along Muni routes at locations where the equipment (e.g. radios, signal controllers and networking equipment) is nearing the end of its useful life. Funds will also be used to procure extended warranties where necessary to ensure that existing equipment continues functioning. The scope includes installing new TSP equipment at intersections that were "skipped" when a corridor was equipped with TSP. It also includes network optimization at intersections already equipped with TSP equipment to maximize the benefit from each installation. SFMTA estimates the requested funds will be sufficient to activate 5 to 20 new intersections, depending on the condition of the existing signal infrastructure. All improvements funded by the subject request will be in service by December 2024. TSP installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 450 intersections with TSP, including all the Muni Rapid route corridors. TSP equipment has also been installed on all Muni buses and light rail vehicles currently approved for service. TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles as they approach intersections, thus improving transit travel times. TSP installations update traffic signal timing to the latest standards and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs. |
| 34, Street | SFPW | Mission and Geneva Pavement Reconstruction | \$ 1,093,827 | \$ 4,794,258 | Requested funds will be used for demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Avenue from Mission to Prague Streets and Mission Street from Ney Street to Geneva Avenue. The average Pavement Condition Index score within the project limits is mid 40's, indicating the condition is in "poor condition". This project is coordinated with SFMTA's Mission/Geneva Safety Project and a San Francisco Public Utilities Commission sewer rehabilitation and replacement project in the same project area. The full scope of all project elements will be delivered through the same construction contract, which will be issued by SFPW. SFMTA and SFPW expect that all elements of the project will be open for use in Summer 2025. |

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|--------------------------|--------------------|---|---------------------------|----------------------------|--|
| 40 | SFMTA | Mission / Geneva Safety Project | \$ 1,391,000 | \$ - | Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and I-280 freeway overpass and on Geneva Avenue between Mission and Prague Streets. This project will be jointly implemented with a SFPW repaving project and SFPUC sewer project, with overall project goals to improve safety along the corridor for people walking and biking, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, enhance the business district with loading improvements, and improve reliability, access, and travel time to the 14, 14R//14X, and 49 bus routes. Scope includes bulb-outs, new traffic signals, raised pedestrian crossings, transit bulbs, bikeway improvements (on Geneva), transit stop improvements and changes, and loading and color curb management. Requested Prop K funds will help leverage an \$8.7 million SB1 Local Partnership Program grant that has a dollar-for-dollar local match requirement. The full scope of all project elements will be delivered through the same construction contract, which will be issued by SFPW. SFMTA and SFPW expect that all elements of the project will be open for use in Summer 2025. |
| 44 | SFCTA | Ocean Avenue Action Plan [NTIP Planning] | \$ 275,000 | \$ - | At the request of District 7 Commissioner Melgar, the Transportation Authority is requesting Neighborhood Program funds to develop the Ocean Avenue Action Plan to prioritize and identify funding for previously identified transportation improvements, as well as new ideas to address the corridor's key mobility issues. The Transportation Authority will convene a community-based task force to advise the development of the Action Plan, which will build on ideas to improve mobility on the Ocean Avenue corridor that have arisen through various past planning processes, but have not advanced to implementation. We anticipate presenting the final report to the Board in January 2023. |
| | | TOTAL | \$4,110,710 | \$4,794,258 | |

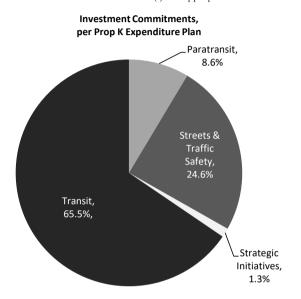
¹ See Attachment 1 for footnotes.

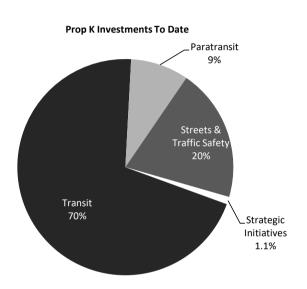
| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | | - | | Recommendations |
|-----------------------------|--------------------|---|-----------------------------|-----------|----|-----------|--|
| 32 | SFMTA | Bus Transit Signal Priority | \$ | 1,350,883 | \$ | 1 | Deliverable: SFMTA shall provide a before/after study evaluating the effectivess of the improvements funded by this project. |
| 34, Street | SFPW | Mission and Geneva Pavement Reconstruction | \$ | 1,093,827 | \$ | 4,794,258 | Special Condition: The recommended allocation of Prop K funds is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, which is the subject of a prior item on this meeting agenda. |
| 40 | SFMTA | Mission / Geneva Safety Project | \$ | 1,391,000 | \$ | - | |
| 44 | SFCTA | Ocean Avenue Action Plan [NTIP Planning] | \$ | 275,000 | \$ | - | Special Condition: This appropriation requires a waiver of Prop K policy to allow retroactive expenditures starting 7/1/2021. At Commissioner Melgar's request, we already convened a community-based task force to help inform the scope of work for the Action Plan and this request. |
| | • | TOTAL | \$ | 4,110,710 | \$ | 4,794,258 | |

¹ See Attachment 1 for footnotes.

| PROP K SALES TAX | | | | | | | | | | | |
|-----------------------|------------------|----|------------|----|------------|----|-----------|----|-----------|----|---------|
| FY2021/22 | Total | F | Y 2021/22 | F | Y 2022/23 | F | Y 2023/24 | F | Y 2024/25 | FY | 2025/26 |
| Prior Allocations | \$ 28,426,465 | \$ | 16,776,381 | \$ | 9,951,732 | \$ | 1,598,352 | \$ | 100,000 | \$ | - |
| Current Request(s) | \$ 4,110,710 | \$ | 150,000 | \$ | 575,295 | \$ | 450,294 | \$ | 2,051,909 | \$ | 883,212 |
| New Total Allocations | \$ 32,537,175 | \$ | 16,926,381 | \$ | 10,527,027 | \$ | 2,048,646 | \$ | 2,151,909 | \$ | 883,212 |

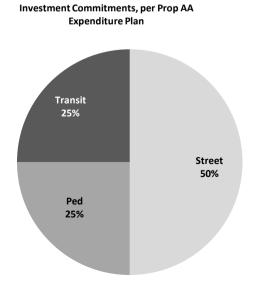
The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

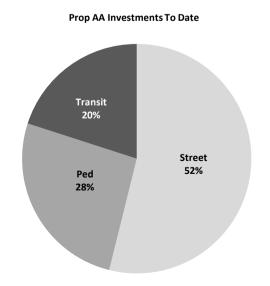




| PROP AA VEHICLE REGISTRATION FEE | | | | | | | | | | | | |
|----------------------------------|-------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|---|
| FY2021/22 | Total | | FY 2021/22 | | FY 2022/23 | | FY 2023/24 | | FY 2024/25 | | FY 2025/26 | |
| Prior Allocations | \$ | 1,556,928 | \$ | 1,427,428 | \$ | 129,500 | \$ | - | | | \$ | - |
| Current Request(s) | \$ | 4,794,258 | \$ | - | \$ | 883,214 | \$ | 2,060,829 | \$ | 1,850,215 | \$ | - |
| New Total Allocations | \$ | 6,351,186 | \$ | 1,427,428 | \$ | 1,012,714 | \$ | 2,060,829 | \$ | 1,850,215 | \$ | - |

The above table shows total cash flow for all FY 2021/22 allocations approved to date, along with the current recommended allocation(s).







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Memorandum

AGENDA ITEM 5

DATE: November 2, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/09/2021 Board Meeting: Allocate \$3,835,710 in Prop K Funds and \$4,794,258

in Prop AA Funds, with Conditions, and Appropriate \$275,000 in Prop K funds for

Four Requests

| RECOMMENDATION □ Information ⊠ Action | ☑ Fund Allocation | | |
|--|---|--|--|
| Allegate \$2.741,000 in Brank funds to the Can Francisco | \square Fund Programming | | |
| Allocate \$2,741,883 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for: | \square Policy/Legislation | | |
| 1. Bus Transit Signal Priority (\$1,350,883) | ☐ Plan/Study | | |
| 2. Mission / Geneva Safety (\$1,391,000) | ☐ Capital Project Oversight/Delivery | | |
| Allocate \$1,093,827 in Prop K funds and \$4,794,258 in Prop AA funds to San Francisco Public Works (SFPW) for: | ☐ Budget/Finance | | |
| 3. Mission and Geneva Pavement Reconstruction | □Contract/Agreement | | |
| Appropriate \$275,000 in Prop K funds for: | □ Other: | | |
| 4. Ocean Avenue Action Plan [NTIP Planning] | | | |
| SUMMARY | | | |
| Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have. | | | |

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (e.g. 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 enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



Page 2 of 2

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$8,904,968 in Prop K and Prop AA funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K and Prop AA Fiscal Year 2021/22 allocations and appropriations approved 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 Fiscal Year 2021/22 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

At its October 27, 2021 meeting, the Community Advisory Committee (CAC) unanimously approved a motion of support for the four requests that are presented to the Board in this item.

The CAC also considered a Prop K allocation request from BART for the Accessibility Improvement Program: Public Address System and Hearing Loop project. After some discussion, the CAC approved a motion to delay consideration until BART and SFMTA coordinate on potentially adding hearing loops to the Muni station agent booths at the Powell Street Station, in addition on the BART agent booths as proposed in the pending request. The CAC motion also indicated that they didn't want to hold up making BART's proposed accessibility improvements if the coordination with SFMTA would cause significant delays to the BART project. BART staff confirmed that there would be no significant delay if the request can be brought back to the December 1 CAC and December 7 Board meetings. We are actively working with BART and SFMTA staff to address the CAC's request.

The CAC also asked for BART and SFMTA to better coordinate before requests for funds at joint BART/Muni stations come to the CAC and Board. We appreciate the CAC's guidance and will be addressing this recommendation in our future programming and allocation processes.

SUPPLEMENTAL MATERIALS

- Attachment 1 Summary of Requests
- Attachment 2 Project Descriptions
- Attachment 3 Staff Recommendations
- Attachment 4 Prop K and Prop AA Allocation Summaries FY 2021/22
- Enclosure Allocation Request Forms (4)

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BD110921 RESOLUTION NO. 22-xx

RESOLUTION AMENDING THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S GEARY BUS RAPID TRANSIT PHASE 2 CONCEPTUAL ENGINEERING REPORT PROJECT TO REVISE THE SCOPE AND DE-OBLIGATE \$1,892,152 OF \$6,319,470 IN PROP K FUNDS, WITH CONDITIONS

WHEREAS, In July 2015 through Resolution 16-06, the Transportation Authority allocated \$6,319,470 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Geary Bus Rapid Transit (Geary BRT) Phase 2 Conceptual Engineering Report (CER) Project to advance a bus rapid transit project on Geary Boulevard between Stanyan Street and 34th Avenue, including a center-running transitway between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere; and

WHEREAS, SFMTA now proposes an amended the scope of the project, including implementing side-running bus lanes throughout the entire Geary BRT Phase 2 corridor extents from Stanyan Street to 34th Avenue; and

WHEREAS, The proposed side-running bus lanes design is less complicated that the originally proposed center-running transitway and completing the Geary BRT Phase 2 CER for a side running alternative is less costly that original design, thus reducing the need for Prop K funds by \$1,892,152; and

WHEREAS, The amended scope includes two additional rounds of outreach for SFMTA to engage with the public about SFMTA's revised project plans; and

WHEREAS, The amended scope specifies that SFMTA would produce updates to the Geary BRT California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental documents, and pursue approvals from the SFCTA and SFMTA boards, SFMTA parking and traffic legislation, and an amended Record of Decision from the Federal Transit Administration, and would seek additional Prop K funds for this work; and

WHEREAS, Attachment 1 provides details on the proposed amended project, including the updated scope, schedule, and budget, along with Transportation Authority staff recommendations, including special conditions; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2021/22 budget to cover the proposed cash

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BD110921 RESOLUTION NO. 22-xx

flow for the project corresponding to the proposed new project schedule; and

WHEREAS, At its October 27, 2021 meeting, the Community Advisory Committee was briefed on the subject amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, let it be

RESOLVED, That the Executive Director shall amend the Standard Grant Agreement for the SFMTA's Geary Bus Rapid Transit Phase 2 CER Project, with conditions, to reflect the approved amendments, as detailed in Attachment 1; 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.

Attachment:

1. Amendment Request and Staff Recommendations

Attachment 1

San Francisco County Transportation Authority Allocation Request Form

| FY of Allocation Action: | FY2021/22 |
|--------------------------|---|
| Project Name: | Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN INFORMATION

| PROP K Expenditure Plans | Rapid Bus Network |
|--------------------------|--------------------------|
| Current PROP K Request: | \$4,427,317 |
| Supervisorial Districts | District 01, District 02 |

REQUEST

Brief Project Description

Implement transit and safety improvements to reduce travel time and improve reliability for the 38 Geary lines from Stanyan to 34th Avenue. Improvements would include new side-running transit-only lanes and enhancements to existing transit lanes, transit bulbs and pedestrian safety improvements, updated transit signal priority, and optimized transit stop placements.

Detailed Scope, Project Benefits and Community Outreach

See attached word document

Project Location

Geary Boulevard between Stanyan Street and 34th Avenue

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | |
|--|-------------|
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | |
| Prop K 5YPP Amount: | \$4,427,317 |

Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Conceptual Engineering Report Phase Scope of Work - Amendment 10/21/2021

Background

The Geary Bus Rapid Transit Project is a major transit and safety project. It's two main goals are to:

- Improve transit speed and reliability for the >56,000 daily riders (pre-COVID) of the 38 Geary lines
- Improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero Network and a street where people walking are eight times more likely to be seriously injured by a collision with a vehicle

The project is a partnership between the SFCTA and the SFMTA. It completed environmental clearance in 2018 and is being designed and delivered in two phases as shown in Figure 1 below. The second phase is called the Geary Boulevard Improvement Project and is the subject of this funding request. The project boundaries are on Geary Boulevard between Stanyan Street and 34th Avenue.

Updated Scope for New Side-Running Design

Evaluation results of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary Temporary Emergency Transit Lanes) have indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, Geary BRT Phase 1 (the Geary Rapid Project) is poised to be complete on time on budget in September 2021 and has had minimal construction impacts to adjacent residences and businesses. As a result, the SFMTA is now recommending pursuing side-running transit lanes throughout the entirety of the Geary Bus Rapid Transit Project limits, including in the Phase 2 limits (Stanyan to 34th Avenue). This would include side-running transit lanes along Geary Boulevard between Arguello and 28th Avenue that was envisioned as a center-running transitway in the Locally Preferred Alternative selected at the conclusion of the environmental process.

Based on this change in direction, the SFMTA is requesting that the Scope of Work for the CER Phase of Geary BRT Phase 2 (SFCTA Resolution 16-06, Project Number 101-907053) be updated to reflect a scope of work that is a lower level of effort needed to complete the CER Phase of the side-running project. The amended scope includes the same main activities, but at a reduced level of effort due to a less complex design. In addition, the scope includes additional work needed to complete updated environmental project approvals to reflect the new updated side-running design. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,1530f the original \$6,319,470 allocated.

1. CER Design Package

The CER Design Package will be the main deliverable of this phase of work, which confirms the scope of work to be pursued in the detailed design phase, as well as provides a draft cost estimate, schedule, and planned delivery approach. While the scope of work will build on the scope of work defined as Alternative 2 in the Geary BRT environmental documents, it will be refined in parallel with Task 2 Outreach activities defined below. In particular, the environmental document did not produce a detailed curb plan that is a key component that the CER Phase outreach is designed to develop in partnership with key stakeholders.

The scope of work is expected to include:

- a. Concrete Work for bus bulbs (approx. 7), pedestrian bulbs (approx. 32), enhanced center median refuges (approx. 30), and upgrading curb ramps to ADA standards (approx. 14).
- b. Traffic Signal Upgrades and Improvements including replacing old traffic signals at the end of their useful life (approx. 13 signals), signal upgrades such as adding mast arms, as well as upgrading the existing wireless Transit Signal Priority technology to more reliable fiber-optic technology from Stanyan Street to 25th Ave.
- c. Transit Lanes to provide continuous dedicated transit lanes adjacent to the parking lane wherever feasible. This includes conversion of angled parking to parallel parking along Geary Boulevard through the Central Richmond, in order to maintain two general purpose travel lanes per direction plus provide a transit lane. In general, converting from angled parking to parallel parking reduces parking by 1-2 spaces per block face (and additional proposed improvements such as bus and pedestrian bulbs may also decrease available parking on blocks where they are recommended).
- d. Curb Plan to update curb designations to reflect existing needs and new curb management tools. SFMTA staff conducted a loading survey in Summer 2021 to understand adjacent merchants curb needs. Using this input as well as professional expertise, SFMTA staff will recommend designations for the affected curb within the project limits including commercial yellow loading zones, passenger loading zones, green short-term parking zones, and blue ADA parking zones. This curb plan will consider how any new Shared Space parklets affect curb space needs on affected blocks. In addition, new 5 minute general purpose loading zones that were piloted as a part of the Shared Spaces program will allow more flexibility for short-term pick-up and drop-off activities that could help address curb needs generated by food delivery services, Transportation Network Companies, and other short-term pick-up and drop-off needs.

A Draft Curb Plan will be developed and shared for input during Outreach Round 2 (Task 2) and then refined as a Final Curb Plan that will be used to write the parking and traffic legislation (Task 3).

- e. *Bus Stop Optimization and Improvements* (zone lengthening, stop removal and re-location) at approximately 13 bus stops. SFMTA staff will recommend locations where transit performance may benefit by re-locating bus stops from near-side to far-side, eliminating closely spaced stops, and lengthening substandard bus stop zones. These recommendations will be refined with input from community stakeholders including a survey targeted to transit riders implemented as a part of Outreach Round 1 as well as with direct outreach to stakeholders immediately adjacent to affected bus stops (Task 2). In addition, bus stop amenity upgrades could include new shelters, bike racks, and decorative treatments.
- f. *Pedestrian Safety Upgrades* including daylighting, installation of Leading Pedestrian Intervals, and signal re-timing for slower walk speeds

Deliverables: Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process

2. Outreach

In order to support the design work under Task 1 CER Design Package, outreach will be conducted to inform key design questions as well as continue ongoing community dialogue as follows.

- a. Round 1: occurred in September 2021 (funded by other agency funding sources prior to completing this scope of work update). This round of outreach included a multi-lingual mailer to properties within 1-2 blocks of the project area, flyers posted at key locations along the corridor, pop-up in person outreach, an online open house using a StoryMaps website, participation in the Richmond Autumn Moon Festival, a virtual community meeting, and multi-lingual surveys distributed via meal deliveries for low-income seniors at several senior centers. Key areas of input sought included: stakeholder level of support for new side-running configuration recommendation, proposed bus stop consolidations and removals, and block-specific feedback on existing transit/parking/loading/safety challenges to inform draft project design
- b. *Round 2*. anticipated in early 2022. This round of outreach would share a full draft block-by-block design for stakeholder input. The outreach methods will be finalized in late 2021 but are generally expected to include similar techniques to Outreach Round 1.
- c. *Round 3:* anticipated in 2022. This round of outreach would inform stakeholders of how the design being brought to the SFMTA Board for potential action was

- informed by stakeholder feedback and share the opportunity to provide public comment to the SFMTA Board. Outreach methods would include a multi-lingual mailer and flyers posted throughout the corridor to advertise the policy-making meetings where feedback can be shared with decision-makers.
- d. *Direct stakeholder outreach*: throughout the entire planning process, direct stakeholder outreach will be conducted as needed to resolve location-specific design questions. This would include outreach to properties immediately adjacent to proposed bus stop re-locations, as well as ongoing direct outreach to key stakeholders.
- e. Ongoing Geary CAC meetings. Since 2017, the SFMTA has staffed a Geary Community Advisory Committee as a successor the SFCTA-convened CAC that met during the planning and environmental phases. The Geary CAC has provided advice and input to the SFMTA on both phases of the Geary Bus Rapid Transit Project. The CAC is envisioned to continue meeting through completion of both phases of the project and this item provides for ongoing staffing of the body during the CER phase.

Deliverables:

- Three rounds of outreach, meeting notes from stakeholder meetings, Geary CAC presentation materials and minutes
- Provide draft designs to SFCTA and District Supervisor with sufficient time for feedback prior to public outreach round 2, including benefits and impacts,
- Provide revised designs, summary of outreach feedback, and articulation of any changes to SFCTA and District Supervisor with sufficient time for feedback following public outreach round 2, but before handoff to environmental consultants, including benefits and impacts.

3. Approvals

Needed local and federal approvals will be obtained including:

a. Environmental approvals. Policy actions would be needed by both the SFCTA and SFMTA Board to confirm selection of a new locally preferred alternative consistent with the side-running alternative. In addition, coordination with the Federal Transit Administration would be needed to obtain an amended Record of Decision (ROD). SFCTA previously acted as the lead agency for environmental approvals, but SFMTA will now take over this role. SFMTA expects to complete environmental analysis in Spring 2022 and anticipates FTA issuing an Amended ROD in Fall 2023.

 Parking and traffic legislation. SFMTA staff will prepare needed documentation, noticing, and presentation materials to seek parking and traffic legislation of the project.

Deliverables: SFCTA and SFMTA LPA re-selection resolutions, FTA Amended Record of Decision, SFMTA parking and traffic legislation.

Deliverables and Tentative Interim Deliverables Schedule

There are several unknowns beyond the SFMTA staff team's control that could affect the schedule, but the below summarizes potential dates for interim deliverables leading to completion of this phase of work.

- Late 2021: Draft block-by-block design
- Early 2022: Outreach Round 2
- Early Spring 2022: Revised block-by-block design based on Outreach Round 2 feedback for initiating environmental review documentation
- Late Spring 2022: Finalized environmental analysis, TASC process
- **Summer 2022:** Outreach Round 3, SFCTA and SFMTA Board actions, Final CER package
- Fall 2023: FTA Amended ROD

Type of Environmental Clearance Required

Because of the recommendation to pursue a side-running transit lane design instead of a center-running design, it is anticipated that additional policy actions will be required at the SFCTA and SFMTA Boards to select a new Locally Preferred Alternative and adopt new CEQA Findings; and that the Federal Transit Administration will need to issue an amended ROD. Whereas SFCTA has acted as the environmental lead agency up to this point, SFMTA will now assume the role of lead agency. After the SFMTA finalizes the recommended scope, the SFMTA will work with its consultants to document the scope determine what additional documentation is needed to proceed. Because the EIR/EIS evaluated a side-running alternative (Alternative 2) to the same level of detail as the Locally Preferred Alternative, and the final scope is expected to be substantially similar to the already-evaluated side-running alternative, it is expected that the level of analysis and documentation needed will be minor. While there is some risk that the time it will take to complete needed policy actions may take longer than anticipated, the project schedule can proceed with some design at-risk activities in parallel, following a similar approach to the Geary Rapid Project.

San Francisco County Transportation Authority Allocation Request Form

| FY of Allocation Action: | FY2021/22 |
|--------------------------|---|
| Project Name: | Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

ENVIRONMENTAL CLEARANCE

PROJECT DELIVERY MILESTONES

| Phase | Start | | E | nd |
|--|-------------|---------------|-------------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (PLAN) | Apr-May-Jun | 2007 | Apr-May-Jun | 2008 |
| Environmental Studies (PA&ED) | Jul-Aug-Sep | 2011 | Oct-Nov-Dec | 2023 |
| Right of Way | | | | |
| Design Engineering (PS&E) | Jul-Aug-Sep | 2021 | Jan-Feb-Mar | 2024 |
| Advertise Construction | Jan-Feb-Mar | 2024 | | |
| Start Construction (e.g. Award Contract) | Apr-May-Jun | 2022 | | |
| Operations (OP) | | | | |
| Open for Use | | | Apr-May-Jun | 2025 |
| Project Completion (means last eligible expenditure) | | | Apr-May-Jun | 2026 |

SCHEDULE DETAILS

Community Outreach:

MTA currently anticipates 3 rounds of outreach to support this phase of work in Fall 2021, late 2021, and Spring 2022 as further described in the attached Scope of Work Task 2.

Start Construction begins before Advertise Construction because initial Quick Build installation of transit lanes, stop changes, and some safety improvements would be done by SFMTA Shops. (Quick Build design: 5/2022, construction 6/2022 - 10/2022)

Advertise Construction begins before Design Engineering concludes because work would be delivered via two construction contracts. See "Draft schedule by project sub-phase" in the attached scope for details.

Project Coordination: There is potential for SFPUC water and sewer and SFPW paving to be coordinated with this project, which could affect the draft schedule milestones shown above, depending on their staffing and funding availability. See "Draft schedule by project sub-phase".

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Project Delivery: Two separate contracts are planned to be issued, one for underground utilities (including conduits for fiber-optic cables) and a separate one for surface work, in order to control costs and quality. This means detailed design would continue while the first contract is being advertised. SFMTA to lead remaining environmental work, which is reflected here but not on the Funding Plan/ Cash Flow tables.

San Francisco County Transportation Authority Allocation Request Form

| FY of Allocation Action: | FY2021/22 |
|---|---|
| Project Name: Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendm | |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|----------------------------------|---------|------------|-------------|---------------|
| EP-101: Rapid Bus Network | \$0 | \$0 | \$4,427,317 | \$4,427,317 |
| Phases In Current Request Total: | \$0 | \$0 | \$4,427,317 | \$4,427,317 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|---|--------------|--------------|-------------|---------------|
| PROP K | \$0 | \$10,000,000 | \$9,177,081 | \$19,177,081 |
| Congestion Management Agency Planning Funds | \$0 | \$0 | \$237,754 | \$237,754 |
| Local Funds (e.g. 2015 Prop A General Obligation Bonds) | \$3,655,000 | \$0 | \$0 | \$3,655,000 |
| TBD (e.g. OBAG, TPI [LCTOP], TIRCP, AHSC, Local [Prop B General Funds]) | \$33,335,000 | \$0 | \$0 | \$33,335,000 |
| Funding Plan for Entire Project Total: | \$36,990,000 | \$10,000,000 | \$9,414,835 | \$56,404,835 |

COST SUMMARY

| Phase | Total Cost | PROP K - Current Request | Source of Cost Estimate |
|---------------------------------|--------------|--------------------------------|---|
| Planning/Conceptual Engineering | \$390,000 | | Actual |
| Environmental Studies | \$4,597,518 | | Actual |
| Right of Way | \$0 | | |
| Design Engineering | \$9,082,317 | \$4,427,317 | Based on previous projects, including Geary BRT Phase 1. Includes previous expenditures and estimate cost to complete |
| Construction | \$42,335,000 | | Based on previous projects, including Geary BRT Phase 1 |
| Operations | \$0 | | |
| Total: | \$56,404,835 | \$4,427,317 | |

| % Complete of Design: | 5.0% |
|-----------------------|------------|
| As of Date: | 08/26/2021 |

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Expected Useful Life: | 30 Years

<u>Geary Phase 2 - CER Budget updated for side-running</u> 8/27/2021

| • • | | | | | | |
|-----------------------|--------------------------------------|--------|------|----|--------------|---|
| | | | | | ETC | |
| | | Rate | Hrs | Co | | Notes/assumptions |
| | 5502 PM1 - Liz Brisson | \$ 195 | 560 | \$ | 109,296 | PM for environnmental and legislation |
| | 5502 PM1 - Dan Mackowski | \$ 195 | 1200 | \$ | 234,206 | PM for implementation and PE |
| | | | | | | Planner supporting environmental, legislation, |
| Streets Labor | TP2 - David Sindel | \$ 141 | 1040 | \$ | 146,242 | outreach tasks |
| | 9172 Manager 2 - Francesca Napolitan | \$ 186 | 160 | \$ | 29,688 | Will supervise preparation of curb plan |
| | 5277 Planner 1 - Tracy Minicucci | \$ 118 | 400 | \$ | 47,163 | Will prepare curb plan |
| | Sr Engineer | \$ 241 | 80 | \$ | 19,253 | Will provide senior engineer review as-needed |
| Subtotal | | | | \$ | 585,848 | |
| | | | | | | |
| | | | | | | Lead for developing and implementing public outread |
| Comms Labor | 1314 Public Relations Officer | \$ 194 | 960 | \$ | 186,203 | activities |
| Collins Labor | 5320 Illustrator and Art Designer | \$ 170 | 120 | \$ | 20,373 | Will prepare graphic design materials as needed |
| | 1312 Public Information Officer | \$ 165 | 480 | \$ | 79,367 | Will provide outreach support to 1314 PRO |
| Subtotal | | | | \$ | 285,943 | |
| | | | | | | |
| | | | | | | Conservative estimate, could decrease depending on |
| Direct costs/ | | | | | | scale of env work needed TBD after finalizing draft |
| professional services | Env consultant | | | \$ | 200,000 | final scope |
| | Comms Direct Costs | | | \$ | 130,000 | Based on previous projects |
| Subtotal | | | | \$ | 330,000 | |
| | | | | | | |
| Public Works CER | | | | | | SFPW time to prepare scope documents and |
| Funding | | | | \$ | 404,384 | preliminary base map before detailed design |
| | | | | | | |
| Environmental | 5290 Transit Planner 4 | \$ 192 | 10 | | 1,921 | |
| Review Team Labor | 5289 Transit Planner 3 | \$ 164 | 40 | | 6,560 | |
| Subtotal | | | | \$ | 8,481 | |
| | | | | | | |
| City Atty | | | | \$ | 25,000 | CAO review, based on previous projects |
| Contingency | | | | \$ | 61,764 | 5% of estimated costs |
| Total for side-runni | ng CER | | | \$ | 1,701,419.76 | |
| Expenditure to date | | | | \$ | 2,725,897.65 | |
| Original grant | | | | | 6,319,470.00 | |
| Amount to de-oblig | ate | | | | 1,892,152.59 | |
| | | | | | | |

San Francisco County Transportation Authority Allocation Request Form

| FY of Allocation Action: | FY2021/22 |
|--------------------------|---|
| Project Name: | Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

SFCTA RECOMMENDATION

| Resolution Number: | | Resolution Date: | |
|-------------------------|-------------|--------------------------|-------------|
| Total PROP K Requested: | \$4,427,317 | Total PROP K Recommended | \$1,767,946 |

| SGA Project Number: | | Name: | Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) |
|------------------------|--|------------------|---|
| Sponsor: | San Francisco Municipal Transportation Agency | Expiration Date: | 09/30/2024 |
| Phase: | Design Engineering | Fundshare: | 100.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2025/26 | Total |
|---------------|-------------|------------|------------|------------|------------|-------------|
| PROP K EP-101 | \$1,767,946 | \$0 | \$0 | \$0 | \$0 | \$1,767,946 |

Deliverables

- 1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- 2. Monthly progress reports shall include a summary of outreach performed the prior month (including meetings of the Geary CAC) and feedback received.
- 3. Monthly progress reports shall include a summary of coordination efforts other City agencies regarding delivery of the project, including on potential sewer and water upgrades, and re-paving, and shall describe the delivery plan once it is finalized.
- 4. Prior to conducting public outreach round 2 (anticipated January 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft project designs on a block-by-block basis; preliminary assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 2.
- 5. Upon completion of public outreach round 2 and prior to conducting supplemental environmental review for the project (anticipated Spring 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: summary of feedback received during outreach round 2 and how the SFMTA is addressing that feedback, as appropriate; revised project designs on a block-by-block basis with a description of changes made in response to public outreach; updated assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 3.
- 6. Upon completion of public outreach round 3 and prior to initiating Transportation Authority Board consideration and legislative approval process (anticipated Summer 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft designs with corresponding benefits and impacts; cost estimate and funding plan; and draft final assessment of benefits and impacts and draft environmental findings for revised locally preferred alternative.

- 7. Upon completion, provide Conceptual Engineering Report, conceptual engineering drawings, internal and interagency design review TASC materials and process
- 8. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for design and construction. This deliverable may be met with an allocation request for design and quick-build construction.

Notes

- 1. Funds were allocated through Board approval of Resolution 2016-006 in July 2015.
- 2. This amendment allows up to \$100,000 in retroactive expenditures against the existing grant dating back to 9/1/2021 for SFPW base maps. Charges between 12/31/2019 (the original fund expiration date) and 9/1/2021 are not eligible for reimbursement from this grant.

| Metric | PROP K | TNC TAX | PROP AA |
|-------------------------------------|--------|------------|------------|
| Actual Leveraging - Current Request | 0.0% | No TNC TAX | No PROP AA |
| Actual Leveraging - This Project | 66.0% | No TNC TAX | No PROP AA |

San Francisco County Transportation Authority Allocation Request Form

| FY of Allocation Action: | FY2021/22 |
|--------------------------|---|
| Project Name: | Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment] |
| Grant Recipient: | San Francisco Municipal Transportation Agency |

EXPENDITURE PLAN SUMMARY

| Current PROP K Request: | \$4,427,317 |
|-------------------------|-------------|
|-------------------------|-------------|

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:

LB

CONTACT INFORMATION

| | Project Manager | Grants Manager | |
|--------|----------------------------|----------------------------|--|
| Name: | Daniel Mackowski | Joel C Goldberg | |
| Title: | Project Manager | Grants Procurement Manager | |
| Phone: | (415) 646-2572 | (415) 646-2520 | |
| Email: | daniel.mackowski@sfmta.com | joel.goldberg@sfmta.com | |

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

Memorandum

AGENDA ITEM 6

DATE: October 28, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/09/21 Board Meeting: Amendment of the Geary Bus Rapid Transit Phase 2

Conceptual Engineering Report Project to Revise the Scope and De-obligate

\$1,892,152 of \$6,319,470 in Prop K Funds

RECOMMENDATION ☐ Information ☐ Action

Amend the San Francisco Municipal Transportation Agency's (SFMTA's) Geary Bus Rapid Transit (BRT) Phase 2 Conceptual Engineering Report (CER) project to revise the scope and deobligate \$1,892,152 of \$6,319,470 in Prop K funds

SUMMARY

In July 2015 the Transportation Authority allocated \$6,319,470 in Prop K funds to the SFMTA to produce the Geary BRT Phase 2 CER. The Geary BRT Project is being designed and delivered in two phases. Geary BRT Phase 2 covers Geary Boulevard between Stanyan Street and 34th Avenue and was originally designed with a center-running transitway between Arguello Boulevard and 28th Avenue. SFMTA now recommends siderunning transit lanes throughout the Geary BRT project limits. Due to this change, SFMTA is requesting to amend the scope of work for the Prop K grant to reflect a lower level of effort scope of work needed to complete the CER for the siderunning project. The amended scope includes many of the same main activities, but with reduced effort due to a less complex design. The scope also includes two additional rounds of public outreach to get feedback on the revised project design, and additional work needed for SFMTA to complete updated environmental project approvals. SFMTA has already spent \$2,659,371 of the original grant, proposes to retain \$1,767,946 to complete the scope and deobligate \$1,892,153 which is no longer needed. Attachment 1 describes the proposed amended project and the staff recommendations.

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



Agenda Item 6 Page 2 of 4

BACKGROUND

The Geary BRT Project is a major transit and safety project. Its two main goals are to improve transit speed and reliability for the more than 56,000 daily riders (pre-COVID) of the 38 Geary lines and to improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero High Injury Network. The project is being designed and delivered in two phases.

Phase 1 of Geary BRT, located on Geary and O'Farrell between Stanyan and Market streets, includes side-running bus lanes and is called the Geary Rapid Project. SFMTA completed the first set of transit and safety treatments for the Geary Rapid Project in 2018. Major upgrades and coordinated utility work began in early 2019 and continued through 2021. Construction on the Geary Rapid Project is now substantially complete, was completed on time and on budget and has had minimal construction impacts to adjacent residences and businesses.

Phase 2 of Geary BRT, located on Geary Boulevard between Stanyan Street and 34th Avenue, is called the Geary Boulevard Improvement Project. The Locally Preferred Alternative (LPA) selected during the Geary BRT environmental process included a center-running transitway on Geary Boulevard between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere on the corridor. SFMTA now recommends pursuing side-running transit lanes throughout the entirety of the Geary BRT project limits, including in the Phase 2 section originally planned for the center-running transitway. The new proposal is similar in scope and project definition to the Alternative 2 (Side-lane bus rapid transit) project alternative documented in the Geary BRT Environmental Impact Report (EIR) and Environmental Impact Statement (EIS).

While Phase 2 of Geary BRT has not yet been implemented, SFMTA installed Temporary Emergency Transit Lanes (TETLs) along segments of Geary Boulevard in winter 2020-21. The lanes are located in the eastbound direction from 33rd to 28th avenues, 27th to 24th avenues and 16th Avenue to Stanyan Street and in the westbound direction from Stanyan Street to 15th Avenue, 24th to 25th avenues and 27th to 32nd avenues. These temporary transit lanes proved effective and popular and were made permanent by the SFMTA Board of Directors on July 20, 2021.

SFMTA's evaluation of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary TETLs) has indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, SFMTA has identified other potential benefits of implementing side-running bus lanes throughout the Phase 2 segment of the corridor.

Accelerate transit and safety benefits - A side-running project can provide tangible
improvements in stages, allowing more benefits to transit and safety to begin sooner.
Preliminary transit lanes, bus stop changes, and safety improvements could be
implemented over the course of a few weeks in 2022, while capital transit and safety
improvements like bus bulbs and pedestrian bulbs would follow a couple years later.



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 Limit construction disruption - A side-running project limits and focuses curb and median construction at spot locations where items like bus or pedestrian bulbs would be installed.

- Preserve the most transit operational flexibility and preserves local stops With a siderunning alternative, both Rapid and local service can remain.
- Improve cost effectiveness of transit travel time and reliability benefits A siderunning alternative is expected to cost about \$50 million, whereas the center-running
 alternative is anticipated to cost at least \$235 million. According to environmental
 stage analysis, center-running and side-running alternatives would deliver similar
 transit travel time savings and reliability improvements, provided a level of parking
 removal (up to 90 spaces) and configuration as described in the EIR/S.
- Avoids center median tree removal Little to no tree removal is anticipated for a siderunning project.

DISCUSSION

Based on this change in direction, the SFMTA is requesting that the scope of work for the Geary BRT Phase 2 CER Project as approved by the Transportation Authority through Resolution 16-06, be updated to reflect the lower level of effort needed to complete the CER phase of the side-running project. The Transportation Authority served as the environmental lead for the original environmental clearance for the Geary BRT project. Going forward, SFMTA will serve in this capacity and direct the needed environmental work for required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental updates associated with the current change in direction. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,152 of the original \$6,319,470 allocated.

The proposed amended scope includes three primary activities: CER Design Package, Outreach, and Approvals.

- CER Design Package This is the main deliverable of this phase of work and will
 include cost estimate, schedule, and planned delivery approach. The scope of the
 design package includes concrete work, traffic signal updates and improvements,
 continuous side-running transit lanes, a curb plan, bus stop optimizations and
 improvements, and pedestrian safety upgrades.
- Outreach SFMTA will conduct three rounds of outreach including the current outreach (funded by non-Prop K sources) on the recommended change to siderunning bus lanes that began in September 2021. This round of outreach activities included flyers posted along the corridor, pop-up in person outreach, an online story map open house, participation in the Richmond Autumn Moon Festival, and a virtual community meeting. SFMTA also distributed multi-lingual mailers via mail to



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properties within 1-2 blocks of the project area and via meal deliveries for low-income seniors at several senior centers. SFMTA will conduct two more rounds of outreach in early 2022 and Summer 2022 and anticipates similar outreach techniques as used in the first round.

 Approvals - SFMTA will lead the preparation of updated CEQA and NEPA environmental documentation. SFMTA will seek required policy actions by the Transportation Authority and SFMTA boards following updated CEQA documentation. SFMTA will also pursue an amended Federal Transit Administration Record of Decision and SFMTA parking and traffic legislation.

SFMTA is not currently seeking policy actions by the SFMTA or Transportation Authority Boards to approve the side running alternative for Geary BRT Phase 2. SFMTA will seek those actions in 2022 after developing a detailed project definition and completing updated CEQA documentation.

The SFMTA's proposed amended scope, schedule and budget is described in detail in Attachment 1.

FINANCIAL IMPACT

The recommended action would not allocate any additional funds beyond those funds previously allocated in July 2015. Sufficient funds are included in the Fiscal Year 2021/22 budget to accommodate the revised cash flow for the project shown in Attachment 1.

CAC POSITION

The CAC considered this item at its October 27, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

• Attachment 1 - Allocation Request Form for Amendment



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

Memorandum

AGENDA ITEM 8

DATE: November 5, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 11/09/21 Board Meeting: Major Capital Project Update - Better Market Street

| RECOMMENDATION | ☑ Information | ☐ Action | ☐ Fund Allocation |
|--|---|----------|-------------------|
| None. This is an information ite | ☐ Fund Programming | | |
| SUMMARY | ☐ Policy/Legislation | | |
| Led by San Francisco Public Wo | ☐ Plan/Study | | |
| Street (BMS) project is comprisenhancements, transit capacity and state of good repair infrast | ⊠ Capital Project Oversight/Delivery | | |
| stretch of Market Street betwee | ☐ Budget/Finance | | |
| Boulevard. It includes bicycle la underground sewer/water/Aux | ☐ Contract/Agreement | | |
| (AWSS) utilities upgrades, turn on sidewalk; way-finding; lighti | □ Other: | | |
| boarding islands; and traffic sig | | | |
| phasing plan that anticipates co segment between 5th and 8th | | | |
| Muni streetcar track loop circlin | | | |
| and McAllister Street is Phase 2 multiple alternative design pro | | | |
| community-identified priorities | | | |
| impact and maintaining service BMS team selected Alternative | | | |
| streetscape improvements, whi | | | |
| work, which will also reduce profor Phase 1. The BMS team com | | | |
| on October 13, 2021. The BMS | | | |
| construction contract in Januar expected to last less than 2 year | | | |
| SFPW project manager, will pro | | | |



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BACKGROUND

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

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

To improve safety and transit performance, the City implemented a quick-build project on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness Avenue. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25% to over 800 per hour at peak.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. The F-Line Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2.

DISCUSSION

Status and Key Activities. Phase 1 Alternative Selection: Under an earlier design proposal, Phase 1 construction was anticipated to take up to 4 years and would require the F Market streetcar to be shut down between Union Square and Castro for the duration of the construction. The project team received concerns from Market Street Railway and the Castro Merchants Association regarding the duration of the F Market shutdown. As a result of community inputs and the need to reduce construction impact, the BMS team delayed advertisement of the Phase 1 of the project and developed two new alternatives that take into consideration risks associated with previous scope of work, construction duration, and impact to F Market. The project team presented these alternatives to the Transportation Authority Board at the July 13, 2021 meeting.



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After careful consideration the Department Directors selected Alternative 1 which focuses on safety, accessibility, and streetscape improvements between 5th and 8th streets. This alternative will provide a full traffic signal upgrade at 4 intersections to improve safety and assist people who bike, walk, drive, or take transit. The curb lane and intersections will be repaved to provide a smoother ride for cyclists and safer crossing for pedestrians. The project will construct ADA-compliant curb ramps for increase accessibility and new bulb outs at 6th and Hyde streets, and at Market, Mason, and Turk streets to shorten crossing distances. New streetscape improvements include new trees, benches, and bike racks. This alternative does not include major underground utility work such as replacing the main sewer and water line, F Market track replacement, BART grate replacement, and new transit islands. The alternative does include minor sewer work for side street catch basins and for drainage along Market Street where there is existing ponding or at the new bulb-outs. The design also has limited AWSS repair at the intersection of 6th and Market streets. This reduction in underground utilities will enable the project to be constructed in a shorter duration with less impacts to the F Market streetcars.

The BMS team completed final design of Phase 1 on October 8, 2021 and advertised the construction contract on October 13, 2021. The bids are due on November 17, 2021. The BMS team anticipates awarding the construction contract in January 2022 with construction expected to last less than 2 years. Notice to Proceed is scheduled for February 15, 2022 and Substantial Completion is expected by October 2023. The main construction items are roadway, landscape, traffic signal, structural related work for traffic signal and overhead contact system pole foundations, and traffic routing.

The project team will actively conduct outreach during construction to respond to concerns and reduce impacts to business and residents. The team will also keep the F Market streetcars running except for three 2-week closures for construction at intersections. Bicycles will also be accommodated on Market Street during the peak hour for the peak direction, e.g. until 9:30 AM eastbound, and after 4:30 PM westbound.

<u>Muni Center Lane</u>: SFMTA recently installed "MUNI ONLY" center lanes between 3rd and Main streets. Taxis are permitted to use the red "MUNI TAXI ONLY" center lanes on Market Street between 3rd and 12th streets. SFMTA is also conducting outreach to taxi drivers who operate on Market Street to get their feedback. The speed limit has also been reduced to 20 mph along the corridor which will improve pedestrian safety.

Project Cost and Funding. The construction contract is estimated to be \$30,000,000 which includes almost \$5,000,000 for traffic routing along Market Street, \$500,000 for construction mitigation for local businesses, and utility investigation cost of approximately \$100,000. The project budget includes a 10% contingency and soft costs for a total budget of \$45,000,000. Construction bids for Phase 1 will inform the cost estimate for future phases. The project team will develop an implementation plan and estimate for the full corridor. While Phase 1 is



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fully funded, we anticipate a significant remaining funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.

The funding table below shows the current funding plan for the BMS Project. The BMS project has secured \$197 million in funding from the federal BUILD grant program, OBAG Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Funds not used for Phase 1 will be moved to future phases.

Better Market Street Phase 1 Construction Funding Plan

| Funding Source | Amount (\$M) |
|--|--------------|
| Federal BUILD Grant | \$15.0 |
| Federal OBAG | \$3.4 |
| State Affordable Housing & Sustainable Communities Grant | \$2.7 |
| Local SFMTA GO Bond | \$20.0 |
| Local Prop K Sales Tax | \$5.0 |
| Local Certificates of Participation | \$3.0 |
| BART | \$0.6 |
| Total | \$49.7 |

The Federal BUILD grant requires the contract to be awarded by November 10, 2021. With the reevaluation of the project scope and the redesign, advertisement of the construction contract was delayed to October 13, 2021. The project team is working with FHWA and Caltrans on an amendment to the BUILD grant agreement to extend the deadline for awarding the construction contract to January 2022.

Current Issues and Risks. As the City reopens, the project team is sensitive to the needs of the businesses and the community as they start to recover from the COVID19 pandemic. Alternative 1, which includes no underground utility work, will have a shorter construction duration and the least impact to businesses and residents. However, delaying critical infrastructure improvements to future phases will require the City to repair or replace those utilities at a later date in the same area, which will likely trigger replacement of surface improvements installed in Phase 1.

The Market Street corridor is crowded with both private and public underground utilities with limited space to accommodate new pipelines or infrastructure. The Phase 1 contract will include potholing from Steuart to Octavia. The information gained from the potholing will help inform the design of future phases. However, the underground private utilities are often poorly documented and potholing during design is not enough to determine the locations of all utilities. The center sewer line from the late 1880's will be relined in the future, but service lateral failures are the most common 311 sewer service calls. The water transmission pipelines are critical to water delivery, however, the joints in the existing pipes are made of



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lead and are at risk of failing in a major earthquake. Current pipeline construction standards use rubber gasket connections that are more seismically reliable. Between 5th and 8th streets alone there is 3,800 linear feet of water main that will need to be replaced to bring it up to current standards. A future project will have to address this underground infrastructure.

As mentioned above, funding for the overall project remains a significant challenge and a risk for completion of the longer-term project.

FINANCIAL IMPACT

None. This is an information item.

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Memorandum

AGENDA ITEM 9

DATE: October 26, 2021

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 11/9/21 Board Meeting: Internal Accounting Report, Investment Report, and Debt

Expenditure Report for the Three Months Ending September 30, 2021

| RECOMMENDATION | | ☐ Action | ☐ Fund Allocation | |
|---|-------------------|--------------------------------------|----------------------|--|
| None. This is an information item. | _ | | ☐ Fund Programming | |
| None. This is an information item. | | | ☐ Policy/Legislation | |
| SUMMARY | | ☐ Plan/Study | | |
| The purpose of this memorandum accounting report, investment report | ŕ | ☐ Capital Project Oversight/Delivery | | |
| for the Fiscal Year (FY) 2021/22 per | iod ending Septem | ber 30, 2021. | ⊠ Budget/Finance | |
| | | | ☐ Contract/Agreement | |
| | | ☐ Other: | | |
| | | | | |

BACKGROUND

Our Fiscal Policy (Resolution 21-57) 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 21-57) 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 adopted budget values and the variance of revenues and expenditures as compared to the prorated adopted budget. For the three months ending September 30, 2021, the numbers in the prorated adopted budget column are one-fourths of the total adopted budget for FY 2021/22, including the Treasure Island Mobility Management Agency. Although the sales tax revenue bond revenue accrual for sales tax, vehicle registration fee, and Traffic Congestion



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Mitigation Tax Program are included, the Internal Accounting Report does not include: the Governmental Accounting Standards Board Statement Number 34 adjustments, and the other accruals that are done at fiscal year-end. The Balance Sheet values, as of September 30, 2021, are used as the basis for the Investment Policy compliance review.

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

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

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

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

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

Balance Sheet Analysis. Attachment 1 presents assets, liabilities, and fund balances, as of September 30, 2021. Cash, deposits, and investments, total to \$123.5 million. Other assets total to \$43.4 million, which mainly includes, \$14.5 million sales tax receivable, and \$22.9 million of the program receivables. Liabilities total \$301.2 million, as of September 30, 2021, and mainly includes \$60.7 million in accounts payable, and \$239.0 million in sales tax revenue bond and premium amounts (Series 2017).

There is \$155.2 million in total fund defict, 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: \$24.9 million is restricted for capital projects and \$180.2 million is an unassigned fund deficit. The unassigned fund deficit reflects grant-funded capital



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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 budget to actual levels for revenues and expenditures for the first three months (one quarter) of the fiscal year. We earned \$27.8 million in revenues, including \$21.2 million in sales tax revenues, \$1.2 million in vehicle registration fee, \$0.9 million in traffic congestion mitigation tax, and \$4.5 million in total program revenues for the three months ending September 30, 2021. Total revenue was lower than the prorated budget estimates by \$3.7 million. This variance amount mainly includes \$2.0 million in sales tax revenue and \$1.4 million in program revenues. Below are the following explanations to such variances:

<u>Sales Tax Revenue</u> – Through September 2021, we earned \$21.2 million in sales tax revenue, which is \$2.0 million lower than the prorated budget. The collection of the sales tax revenue, which remains consistently lower since the 3rd quarter of FY2019/20, when the stay-at-home orders were fully in effect, but overall shows an increasing trend with the increasing vaccination rates and reopening of the economy. We expecting the revenue will be aligned with the budget later in the fiscal year.

Program Revenues – The variance of \$1.4 million mainly includes \$0.9 million in Congestion Management Agency programs, and \$0.4 million in the Treasure Island Mobility Management Agency Program. The \$0.9 million of variance in Congestion Management Agency programs is mainly related to the Yerba Buena Island (YBI) Public Pier E2 that has not been opened to the public due to the COVID-19 pandemic; the Torpedo Building work of the YBI Interchange Improvement project; and I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study project, which were expected to have higher amounts of expenditures to be reimbursed in the next quarters. The \$0.4 million of variance in the Treasure Island Mobility Management Agency Program is due to the delay in approval of toll policies. We are expecting to seek Board approval of Program Design in December 2021, and further work will continue once the toll policies are adopted.

As of September 30, 2021, we incurred \$25.0 million of expenditures, including \$7.4 million in debt principal payment and service cost for the sales tax revenue bond; \$2.7 million for personnel and non-personnel expenditures; and \$14.9 million of capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$31.5 million. This amount mainly includes a net non-favorable variance of \$1.9 million for debt services costs, and a favorable variance of \$33.0 million in capital project costs. The net non-favorable variance of \$1.9 million in debt service costs is due to timing of bond principal and interest payments, the bi-annual interest payments made in August and February. The favorable variance of \$33.0 million in capital project costs mainly includes, \$1.8 million in Congestion Management Agency programs, \$2.3 million in Vehicle Registration Fee for Transportation Improvements programs, and \$27.5 million in the Sales Tax Program. The \$1.8 million of variance in the Congestion Management Agency programs is mainly related to the same reasons for YBI and I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study projects noted above in the



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Program Revenues section, which were expected to be aligned with the budget in the next quarters. The remaining \$2.3 million and \$27.5 million variances in Vehicle Registration Fee for Transportation Improvements programs and sales tax program capital project costs are 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 September 30, 2021, approximately 65.0% of our investable assets were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy, and provide sufficient liquidity to meet expenditure requirements for the next six months. Attachment 3 is the most recent investment report furnished by the City's Office of the Treasurer.

Debt Expenditure Compliance. In June 2018, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with State Street Public Lending Corporation and U.S. Bank for a total amount of \$140 million, which ended on June 7, 2021. In order to ensure the Transportation Authority has available funds when needed to support the delivery of the projects and programs in the Prop K sales tax Expenditure Plan, we continue to rely on an interim borrowing program and entered into a new Revolving Credit Agreement for a total amount of \$125 million with U.S. Bank on October 7, 2021.

As of September 30, 2021, total outstanding bond principal and premium balance is \$239.0 million. We made cumulative payments of \$57.0 million, including principal payment of \$26.2 million and interest payment of \$30.8 million.

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 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 1

Governmental Funds

Balance Sheet (unaudited)

September 30, 2021

| | Sale | es Tax Program | Congestion agement Agency Programs | | ortation Fund for n Air Program | Fee f | icle Registration or Transportation ovements Program | easure Island ity Management Agency | fic Congestion tion Tax Program | Tota | l Governmental Funds |
|--|------|---|---|----|---|-------|--|---|--------------------------------------|------|---|
| ASSETS Cash in bank Deposits and investments with City Treasurer Sales tax receivable Vehicle registration fee receivable Traffic congestion mitigation tax receivable Interest receivable from City and County of San Francisco | \$ | 23,316,180 74,731,050 14,483,003 - - 139,434 | \$ - - - - - | \$ | 1,489,898 - - - - - - | \$ | 18,407,883 - - 1,190,558 - | \$ - - - - - | \$ 5,594,719 - - 949,026 | \$ | 43,213,961 80,325,769 14,483,003 1,190,558 949,026 139,434 |
| Program receivables Receivable from the City and County of San Francisco Other receivables Due from other funds Prepaid costs and deposits | | 3,010 - 81,580 | 22,739,590 1,297,552 - 1,169,205 | | - - - - | | - - - - | 132,916 1,236,450 - - - | - - - - - | | 22,872,506 2,534,002 3,010 1,169,205 81,580 |
| Total Assets | \$ | 112,754,257 | \$ 25,206,347 | \$ | 1,489,898 | \$ | 19,598,441 | \$ 1,369,366 | \$ 6,543,745 | \$ | 166,962,054 |
| LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES | | | | | | | | | | | |
| Liabilities Accounts payable Accounts payable to the City and County of San Francisco Accrued salaries and taxes Sales tax revenue bond (series 2017) Interest payable | \$ | 383,717 50,368,648 345,638 239,040,113 | \$ 5,396,857 - - - - - | \$ | 671,133 | \$ | 3,617,840 - - - | \$ 97,102 - - - - | \$ 150,236 - - - | \$ | 5,877,676 54,807,857 345,638 239,040,113 |
| Due to other funds | - | 24,145 | | - | 479,281 | | 421,059 | 174,240 | 70,480 | | 1,169,205 |
| Total Liabilities | | 290,162,261 | 5,396,857 | | 1,150,414 | | 4,038,899 | 271,342 | 220,716 | | 301,240,489 |
| Deferred Inflows of Resources Unavailable revenues | | = | 19,809,490 | | = | | = | 1,098,024 | = | | 20,907,514 |
| Total deferred inflows of resources | | - | 19,809,490 | | - | | - | 1,098,024 | - | | 20,907,514 |
| Fund Balances Nonspendable Restricted Unassigned | | 81,580 2,693,783 (180,183,367) | - - - | | 339,484 - | | - 15,559,542 - | - - - | 6,323,029 - | | 81,580 24,915,838 (180,183,367) |
| Total Fund Balances (Deficit) | | (177,408,004) | = | | 339,484 | | 15,559,542 | = | 6,323,029 | | (155,185,949) |
| Total Liabilities, Deferred Inflows of Resources, and Fund Balances | \$ | 112,754,257 | \$ 25,206,347 | \$ | 1,489,898 | \$ | 19,598,441 | \$ 1,369,366 | \$ 6,543,745 | \$ | 166,962,054 |



Attachment 2

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
For the Three Months Ending September 30, 2021

| | Sales Tax Program | Congestion Management Agency Programs | Transportation Fund for Clean Air Program | Registration Fee for Transportation Improvements Program | Treasure Island Mobility Management Agency | Traffic Congestion Mitigation Tax Program | Total Governmental Funds | Prorated Adopted Budget Fiscal Year 2021/22 | Variance With Prorated Adopted Budget Positive (Negative) |
|---|---|--|---|--|---|--|--|---|---|
| REVENUES Sales tax Vehicle registration fee Traffic congestion mitigation tax Investment income Program revenues Other revenues | \$ 21,172,477 - - 37,121 - | \$ - - - - 4,227,651 | \$ - - 247 - | \$ - 1,190,558 - 229 - - | \$ - - - - 271,341 | \$ - 949,026 - - - | \$ 21,172,477 1,190,558 949,026 37,597 4,498,992 | \$ 23,219,950 1,208,512 1,049,825 158,418 5,918,704 11,625 | \$ (2,047,473) (17,954) (100,799) (120,821) (1,419,712) (11,625) |
| Total Revenues | 21,209,598 | 4,227,651 | 247 | 1,190,787 | 271,341 | 949,026 | 27,848,650 | 31,567,034 | (3,718,384) |
| EXPENDITURES | | | | | | | | | |
| Current - transportation improvement Personnel expenditures Non-personnel expenditures Capital project costs Debt service | 1,100,124 514,697 10,125,000 | 794,584 3,198 3,802,910 | 10,961 - 427,021 | 50,115 208 415,562 | 188,235 486 86,999 | 3,920 - - | 2,147,939 518,589 14,857,492 | 2,306,735 774,563 47,860,452 | 158,796 255,974 33,002,960 |
| Principal Interest and fiscal charges | 4,570,000 2,862,332 | - | - | - | - | - | 4,570,000 2,862,332 | 3,427,500 2,120,713 | (1,142,500) (741,619) |
| Total Expenditures | 19,172,153 | 4,600,692 | 437,982 | 465,885 | 275,720 | 3,920 | 24,956,352 | 56,489,962 | 31,533,610 |
| Excess (Deficiency) of Revenues Over (Under) Expenditures | 2,037,445 | (373,041) | (437,735) | 724,902 | (4,379) | 945,106 | 2,892,298 | (24,922,928) | 27,815,226 |
| OTHER FINANCING SOURCES (USES) Transfer in Transfer out Draw on revolving credit agreement Total Other Financing Sources (Uses) | (377,420) - (377,420) | 373,041 - - 373,041 | - | | 4,379 - - - 4,379 | - - - | 377,420 (377,420) - - | 1,703,829 (1,703,829) 25,000,000 25,000,000 | (1,326,409) 1,326,409 (25,000,000) (25,000,000) |
| NET CHANGE IN FUND BALANCES Fund Balances - Beginning Sales tax revenue bond (series 2017) | \$ 1,660,025 59,972,084 (239,040,113) | \$ - - - | \$ (437,735) 777,219 | \$ 724,902 14,834,640 - | \$ - - - | \$ 945,106 5,377,923 | \$ 2,892,298 80,961,866 (239,040,113) | \$ 77,072 | \$ 2,815,226 |
| Fund Balances (Deficit) - End | \$ (177,408,004) | \$ - | \$ 339,484 | \$ 15,559,542 | \$ - | \$ 6,323,029 | \$ (155,185,949) | | |

Vehicle

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

Tajel Shah, Chief Assistant Treasurer Hubert R White, III CFA, CTP, Chief Investment Officer



José Cisneros, Treasurer

Investment Report for the month of September 2021

October 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 Franicsco City Hall, Room 244 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102-4638

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of September 30, 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 September 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 *

| | | Current Month | | Prior Month |
|-----------------------|------------|----------------|------------|-------------|
| (in \$ million) | Fiscal YTD | September 2021 | Fiscal YTD | August 2021 |
| Average Daily Balance | \$ 12,705 | \$ 12,773 | \$ 12,672 | \$ 12,782 |
| Net Earnings | 15.41 | 5.32 | 10.09 | 5.16 |
| Earned Income Yield | 0.48% | 0.51% | 0.47% | 0.48% |

CCSF Pooled Fund Statistics *

| (in \$ million) | % of | Book | Market | Wtd. Avg. | Wtd. Avg. | |
|----------------------|-----------|-------------|-------------|-----------|-----------|-------|
| Investment Type | Portfolio | Value | Value | Coupon | YTM | WAM |
| U.S. Treasuries | 45.03% | \$ 5,732.6 | \$ 5,712.9 | 0.76% | 0.41% | 719 |
| Federal Agencies | 35.14% | 4,449.1 | 4,458.5 | 0.84% | 0.83% | 554 |
| Public Time Deposits | 0.32% | 40.0 | 40.0 | 0.08% | 0.08% | 123 |
| Negotiable CDs | 12.97% | 1,645.0 | 1,645.8 | 0.19% | 0.19% | 164 |
| Money Market Funds | 4.47% | 567.1 | 567.1 | 0.03% | 0.03% | 1 |
| Supranationals | 2.08% | 265.2 | 263.7 | 0.49% | 0.46% | 1,007 |
| Totals | 100.0% | \$ 12,698.9 | \$ 12,688.0 | 0.68% | 0.51% | 561 |

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 September 30, 2021

| (in \$ million) | | Book | Market | Market/Book | Current % | Max. Policy | |
|---------------------------------|-------------|-------------|-------------|-------------|------------|-------------|------------|
| Security Type | Par Value | Value | Value | Price | Allocation | Allocation | Compliant? |
| U.S. Treasuries | \$ 5,698.9 | \$ 5,732.6 | \$ 5,712.9 | 99.66 | 45.03% | 100% | Yes |
| Federal Agencies | 4,446.8 | 4,449.1 | 4,458.5 | 100.21 | 35.14% | 100% | Yes |
| State & Local Government | | | | | | | |
| Agency Obligations | - | - | - | - | 0.00% | 20% | Yes |
| Public Time Deposits | 40.0 | 40.0 | 40.0 | 100.00 | 0.32% | 100% | Yes |
| Negotiable CDs | 1,645.0 | 1,645.0 | 1,645.8 | 100.05 | 12.97% | 30% | Yes |
| Bankers Acceptances | - | - | - | - | 0.00% | 40% | Yes |
| Commercial Paper | - | - | - | - | 0.00% | 25% | Yes |
| Medium Term Notes | - | - | - | - | 0.00% | 30% | Yes |
| Repurchase Agreements | - | - | - | - | 0.00% | 10% | Yes |
| Reverse Repurchase/ | | | | | | | |
| Securities Lending Agreements | - | - | - | - | 0.00% | \$75mm | Yes |
| Money Market Funds - Government | 567.1 | 567.1 | 567.1 | 100.00 | 4.47% | 20% | Yes |
| LAIF | - | - | - | - | 0.00% | \$50mm | Yes |
| Supranationals | 259.5 | 265.2 | 263.7 | 99.44 | 2.08% | 30% | Yes |
| TOTAL | \$ 12,657.3 | \$ 12,698.9 | \$ 12,688.0 | 99.91 | 100.00% | - | Yes |

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

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution.

The full Investment Policy can be found at https://sftreasurer.org/banking-investments/investments

Totals may not add due to rounding.

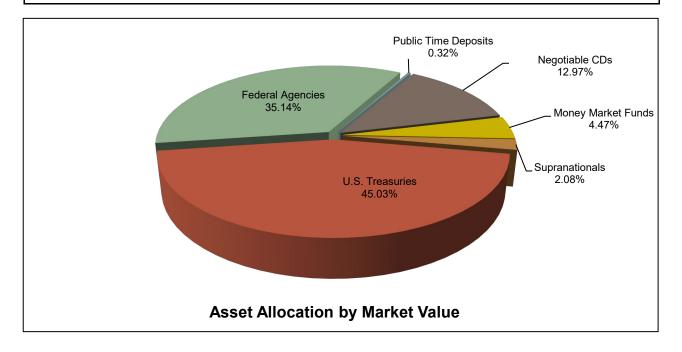
City and County of San Francisco

Pooled Fund Portfolio Statistics

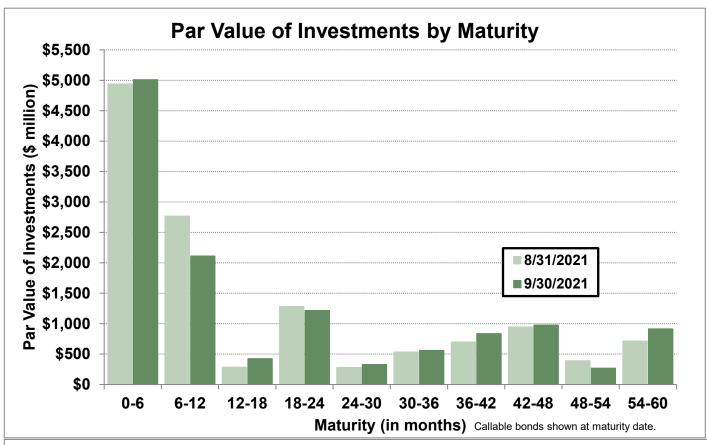
For the month ended September 30, 2021

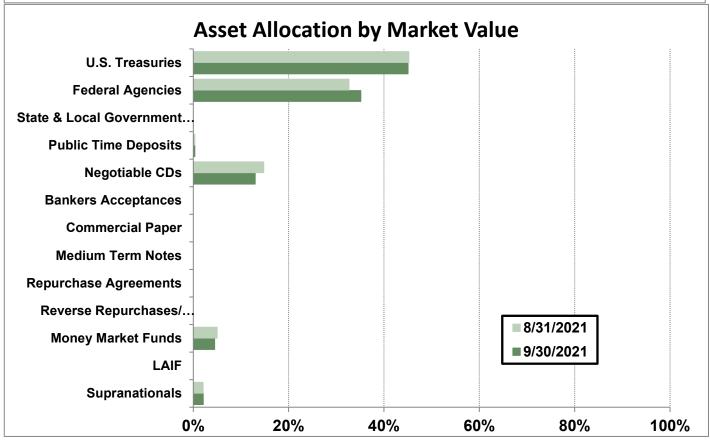
| Average Daily Balance | \$12,773,375,126 |
|---------------------------|------------------|
| Net Earnings | \$5,315,131 |
| Earned Income Yield | 0.51% |
| Weighted Average Maturity | 561 days |

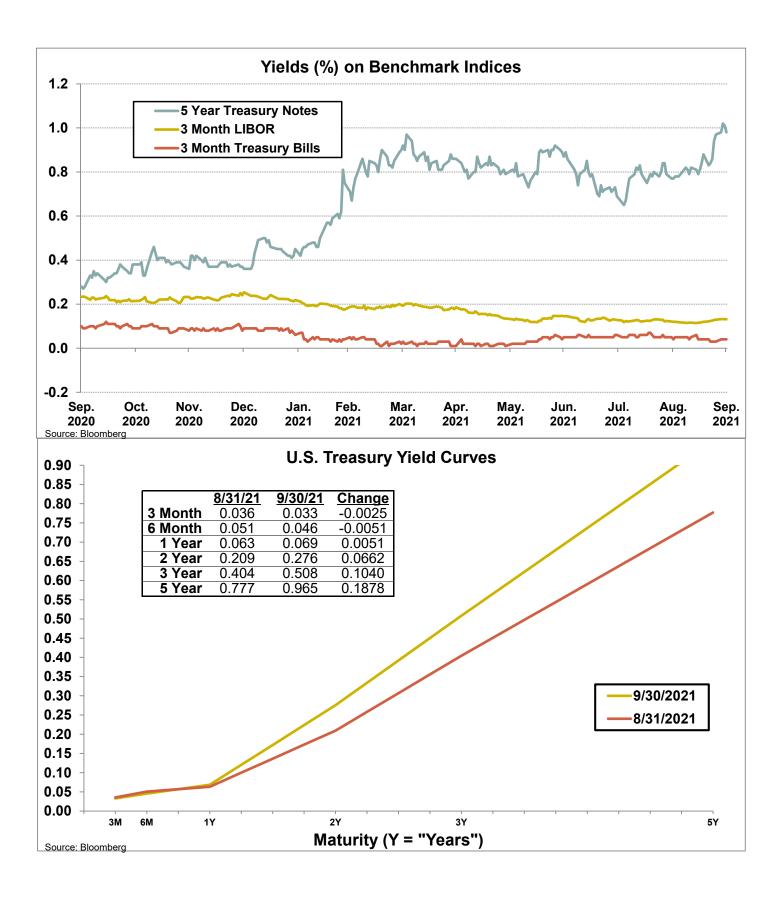
| Investment Type | (\$ million) | | Par Value | Book Value | Market Value |
|----------------------|--------------|-----|--------------|----------------|-----------------|
| U.S. Treasuries | \$ | 5 ; | 5,698.9 | \$ 5,732.6 | \$ 5,712.9 |
| Federal Agencies | | 4 | 4,446.8 | 4,449.1 | 4,458.5 |
| Public Time Deposits | | | 40.0 | 40.0 | 40.0 |
| Negotiable CDs | | | 1,645.0 | 1,645.0 | 1,645.8 |
| Money Market Funds | | | 567.1 | 567.1 | 567.1 |
| Supranationals | | | 259.5 | 265.2 | 263.7 |
| Total | \$ | 12 | 2,657.3 | \$ 12,698.9 | \$ 12,688.0 |



Portfolio Analysis Pooled Fund







Pooled Fund

As of September 30, 2021

| As of September 30, | 2021 | | | | | | | | |
|---------------------|-----------|---------------|-------------|-----------------|---------|---------------|---------------|------------------|--------------|
| | | | | <u>Maturity</u> | | | | <u>Amortized</u> | |
| Type of Investment | CUSIP | Issuer Name | Settle Date | Date | Coupon | Par Value | Book Value | Book Value | Market Value |
| U.S. Treasuries | 9127964V8 | TREASURY BILL | 10/29/2020 | 10/7/2021 | 0.00 \$ | 50,000,000 \$ | 49,944,977 \$ | 49,999,038 \$ | 50,000,000 |
| U.S. Treasuries | 9127964V8 | TREASURY BILL | 10/29/2020 | 10/7/2021 | 0.00 | 50,000,000 | 49,945,216 | 49,999,042 | 50,000,000 |
| U.S. Treasuries | 9127964V8 | TREASURY BILL | 12/3/2020 | 10/7/2021 | 0.00 | 50,000,000 | 49,960,217 | 49,999,225 | 50,000,000 |
| U.S. Treasuries | 9128285F3 | US TREASURY | 10/29/2020 | | 2.88 | 50,000,000 | 51,318,359 | 50,052,584 | 50,054,000 |
| U.S. Treasuries | 912828T67 | US TREASURY | 11/10/2016 | | 1.25 | 50,000,000 | 49,574,219 | 49,992,966 | 50,048,500 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 11/5/2020 | 11/4/2021 | 0.00 | 23,860,000 | 23,827,431 | 23,856,958 | 23,858,568 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 11/5/2020 | 11/4/2021 | 0.00 | 50,000,000 | 49,930,486 | 49,993,507 | 49,997,000 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 11/10/2020 | 11/4/2021 | 0.00 | 50,000,000 | 49,940,167 | 49,994,333 | 49,997,000 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 11/19/2020 | 11/4/2021 | 0.00 | 50,000,000 | 49,951,389 | 49,995,278 | 49,997,000 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 5/6/2021 | 11/4/2021 | 0.00 | 100,000,000 | 99,982,306 | 99,996,695 | 99,994,000 |
| U.S. Treasuries | 912796H51 | TREASURY BILL | | 11/12/2021 | 0.00 | 150,000,000 | 149,973,312 | 149,993,875 | 149,992,500 |
| U.S. Treasuries | 912796H69 | TREASURY BILL | | 11/18/2021 | 0.00 | 100,000,000 | 99,984,833 | 99,996,000 | 99,996,000 |
| U.S. Treasuries | 912828U65 | US TREASURY | 12/14/2020 | | 1.75 | 50,000,000 | 50,794,922 | 50,135,884 | 50,138,500 |
| U.S. Treasuries | 912828U65 | US TREASURY | 12/13/2016 | | 1.75 | 100,000,000 | 99,312,500 | 99,977,248 | 100,277,000 |
| U.S. Treasuries | 9127965G0 | TREASURY BILL | 12/17/2020 | 12/2/2021 | 0.00 | 50,000,000 | 49,956,250 | 49,992,250 | 49,997,500 |
| U.S. Treasuries | 9127965G0 | TREASURY BILL | 12/3/2020 | 12/2/2021 | 0.00 | 100,000,000 | 99,888,778 | 99,981,056 | 99,995,000 |
| U.S. Treasuries | 9128285R7 | US TREASURY | | 12/15/2021 | 2.63 | 50,000,000 | 51,291,016 | 50,257,516 | 50,264,000 |
| U.S. Treasuries | 9128285R7 | US TREASURY | | 12/15/2021 | 2.63 | 50,000,000 | 51,281,250 | 50,258,317 | 50,264,000 |
| U.S. Treasuries | 9128285R7 | US TREASURY | | 12/15/2021 | 2.63 | 50,000,000 | 51,277,344 | 50,258,223 | 50,264,000 |
| U.S. Treasuries | 9128285R7 | US TREASURY | 12/15/2020 | | 2.63 | 50,000,000 | 51,257,813 | 50,258,455 | 50,264,000 |
| U.S. Treasuries | 912796A90 | TREASURY BILL | | 12/30/2021 | 0.00 | 50.000.000 | 49,957,703 | 49,988,738 | 49,995,500 |
| U.S. Treasuries | 912828U81 | US TREASURY | | 12/31/2021 | 2.00 | 50,000,000 | 50,402,344 | 50,047,550 | 50,241,500 |
| U.S. Treasuries | 912796C31 | TREASURY BILL | 1/28/2021 | 1/27/2022 | 0.00 | 100,000,000 | 99,909,000 | 99,970,500 | 99,986,000 |
| U.S. Treasuries | 912828Z60 | US TREASURY | 1/13/2021 | 1/31/2022 | 1.38 | 50,000,000 | 50,666,016 | 50,212,151 | 50,220,000 |
| U.S. Treasuries | 912828Z60 | US TREASURY | 1/15/2021 | 1/31/2022 | 1.38 | 50,000,000 | 50,664,063 | 50,212,639 | 50,220,000 |
| U.S. Treasuries | 912796F38 | TREASURY BILL | 4/19/2021 | 3/24/2022 | 0.00 | 50,000,000 | 49,972,692 | 49,985,983 | 49,989,000 |
| U.S. Treasuries | 912828ZG8 | US TREASURY | 4/8/2021 | 3/31/2022 | 0.38 | 50,000,000 | 50,150,391 | 50,076,248 | 50,078,000 |
| U.S. Treasuries | 912796G45 | TREASURY BILL | 4/22/2021 | 4/21/2022 | 0.00 | 100,000,000 | 99,934,278 | 99,963,528 | 99,973,000 |
| U.S. Treasuries | 912796H44 | TREASURY BILL | 5/20/2021 | 5/19/2022 | 0.00 | 200,000,000 | 199,888,777 | 199,929,722 | 199,936,000 |
| U.S. Treasuries | 912828XD7 | US TREASURY | 5/13/2021 | 5/31/2022 | 1.88 | 50,000,000 | 50,941,406 | 50,594,831 | 50,597,500 |
| U.S. Treasuries | 9128286Y1 | US TREASURY | 4/8/2021 | 6/15/2022 | 1.75 | 50,000,000 | 50,990,240 | 50,587,741 | 50,582,000 |
| U.S. Treasuries | 9128286Y1 | US TREASURY | 4/28/2021 | 6/15/2022 | 1.75 | 50,000,000 | 50,937,500 | 50,583,384 | 50,582,000 |
| U.S. Treasuries | 912828XW5 | US TREASURY | 8/15/2017 | 6/30/2022 | 1.75 | 25,000,000 | 24,977,539 | 24,996,568 | 25,310,500 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 3/12/2021 | 6/30/2022 | 0.13 | 50,000,000 | 50,011,719 | 50,006,711 | 50,015,500 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 3/31/2021 | 6/30/2022 | 0.13 | 50,000,000 | 50,021,484 | 50,012,815 | 50,015,500 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 4/8/2021 | 6/30/2022 | 0.13 | 50,000,000 | 50,025,391 | 50,015,416 | 50,015,500 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 4/15/2021 | 6/30/2022 | 0.13 | 50,000,000 | 50,019,531 | 50,012,046 | 50,015,500 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 4/16/2021 | 6/30/2022 | 0.13 | 50,000,000 | 50,019,531 | 50,012,074 | 50,015,500 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 4/19/2021 | 6/30/2022 | 0.13 | 50,000,000 | 50,019,531 | 50,012,157 | 50,015,500 |
| U.S. Treasuries | 912828YA2 | US TREASURY | 3/30/2021 | 8/15/2022 | 1.50 | 100,000,000 | 101,933,594 | 101,222,431 | 101,234,000 |
| U.S. Treasuries | 91282CAG6 | US TREASURY | 3/30/2021 | 8/31/2022 | 0.13 | 50,000,000 | 50,019,531 | 50,012,569 | 50,011,500 |
| U.S. Treasuries | 912828TY6 | US TREASURY | | 11/15/2022 | 1.63 | 50,000,000 | 51,201,172 | 50,840,410 | 50,840,000 |
| U.S. Treasuries | 912828Z86 | US TREASURY | 8/17/2021 | 2/15/2023 | 1.38 | 50,000,000 | 50,927,565 | 50,847,828 | 50,826,000 |
| U.S. Treasuries | 912828ZD5 | US TREASURY | 3/18/2021 | 3/15/2023 | 0.50 | 50,000,000 | 50,335,938 | 50,244,906 | 50,232,500 |
| U.S. Treasuries | 91282CBU4 | US TREASURY | 5/4/2021 | 3/31/2023 | 0.13 | 50,000,000 | 49,972,656 | 49,978,549 | 49,953,000 |
| U.S. Treasuries | 912828ZU7 | US TREASURY | 3/12/2021 | 6/15/2023 | 0.25 | 50,000,000 | 50,066,406 | 50,050,066 | 50,011,500 |
| U.S. Treasuries | 912828ZU7 | US TREASURY | 4/8/2021 | 6/15/2023 | 0.25 | 50,000,000 | 50,072,266 | 50,056,327 | 50,011,500 |
| U.S. Treasuries | 912828ZU7 | US TREASURY | 6/24/2021 | 6/15/2023 | 0.25 | 50,000,000 | 50,001,121 | 49,998,315 | 50,011,500 |
| U.S. Treasuries | 912828S35 | US TREASURY | 1/9/2020 | 6/30/2023 | 1.38 | 50,000,000 | 49,605,469 | 49,801,801 | 50,996,000 |
| | | | 5. 2520 | -, -, -, -, -, | | -0,000,000 | .0,000,.00 | . 5,00 .,00 . | 20,000,000 |

| | | | | Maturity | | | | Amortized | |
|--------------------|------------------------|-------------|-------------|-------------|--------|------------|--------------------------|--------------------------|--------------|
| Type of Investment | CUSIP | Issuer Name | Settle Date | <u>Date</u> | Coupon | Par Value | Book Value | Book Value | Market Value |
| U.S. Treasuries | 912828S35 | US TREASURY | 6/24/2021 | 6/30/2023 | 1.38 | 50.000.000 | 51,138,672 | 50,985,508 | 50,996,000 |
| U.S. Treasuries | 91282CCK5 | US TREASURY | 6/30/2021 | 6/30/2023 | 0.13 | 50,000,000 | 49,865,234 | 49,882,403 | 49,910,000 |
| U.S. Treasuries | 912828S92 | US TREASURY | 4/1/2021 | 7/31/2023 | 1.25 | 50,000,000 | 51,220,703 | 50,958,202 | 50,914,000 |
| U.S. Treasuries | 912828S92 | US TREASURY | 4/1/2021 | 7/31/2023 | 1.25 | 50,000,000 | 51,220,703 | 50,956,669 | 50,914,000 |
| U.S. Treasuries | 91282CAK7 | US TREASURY | 8/10/2021 | 9/15/2023 | 0.13 | 50,000,000 | 49,886,719 | 49,894,409 | 49,845,500 |
| U.S. Treasuries | 912828WE6 | US TREASURY | | 11/15/2023 | 2.75 | 50,000,000 | 51,960,938 | 51,063,490 | 52,574,000 |
| U.S. Treasuries | 91282CBA8 | US TREASURY | | 12/15/2023 | 0.13 | 50,000,000 | 49,767,578 | 49,813,087 | 49,761,500 |
| U.S. Treasuries | 91282CCC3 | US TREASURY | 7/2/2021 | 5/15/2024 | 0.15 | 50,000,000 | 49,735,054 | 49,743,172 | 49,752,000 |
| U.S. Treasuries | 912828XT2 | US TREASURY | 7/6/2021 | 5/31/2024 | 2.00 | 50,000,000 | 52,362,033 | 52,077,880 | 52,047,000 |
| U.S. Treasuries | 91282CCL3 | US TREASURY | 8/6/2021 | 7/15/2024 | 0.38 | 50,000,000 | 50,009,256 | 49,998,149 | 49,855,500 |
| U.S. Treasuries | 91282CCL3 | US TREASURY | 8/9/2021 | 7/15/2024 | 0.38 | 50,000,000 | 49,973,675 | 49,962,871 | 49,855,500 |
| U.S. Treasuries | 912828Y87 | US TREASURY | 3/30/2021 | 7/31/2024 | 1.75 | 50,000,000 | 52,210,938 | 51,875,397 | 51,785,000 |
| U.S. Treasuries | 91282CCT6 | US TREASURY | 8/25/2021 | 8/15/2024 | 0.38 | 50,000,000 | 49,903,533 | 49,901,898 | 49,812,500 |
| U.S. Treasuries | 912828YM6 | US TREASURY | 4/15/2021 | 10/31/2024 | 1.50 | 50,000,000 | 51,746,094 | 51,518,225 | 51,457,000 |
| U.S. Treasuries | 912828G38 | US TREASURY | | 11/15/2024 | 2.25 | 50,000,000 | 53,160,156 | 52,676,866 | 52,623,000 |
| U.S. Treasuries | 912828G38 | US TREASURY | | 11/15/2024 | 2.25 | 50,000,000 | 53,228,516 | 52,740,875 | 52,623,000 |
| U.S. Treasuries | 912828YY0 | US TREASURY | | 12/31/2024 | 1.75 | 50,000,000 | 52,226,563 | 51,905,501 | 51,867,000 |
| U.S. Treasuries | 912828Z52 | US TREASURY | 3/30/2021 | 1/31/2024 | 1.73 | 50,000,000 | 52,220,505 | 51,905,501 | 51,248,000 |
| U.S. Treasuries | 912828Z52 | US TREASURY | 4/15/2021 | 1/31/2025 | 1.38 | 50,000,000 | | | 51,248,000 |
| U.S. Treasuries | 912828ZC7 | US TREASURY | 3/15/2021 | 2/28/2025 | 1.13 | 50,000,000 | 51,507,813 51,011,719 | 51,324,092 50,871,785 | 50,822,500 |
| U.S. Treasuries | 912828ZC7 | US TREASURY | 3/31/2021 | 2/28/2025 | 1.13 | 50,000,000 | 50,998,047 | 50,869,627 | 50,822,500 |
| | 912828ZF0 | US TREASURY | 4/15/2021 | 3/31/2025 | 0.50 | 50,000,000 | | 49,805,091 | 49,709,000 |
| U.S. Treasuries | | US TREASURY | | 3/31/2025 | 0.50 | | 49,779,297 | | |
| U.S. Treasuries | 912828ZF0 912828ZL7 | | 4/19/2021 | | | 50,000,000 | 49,839,844 | 49,858,170 | 49,709,000 |
| U.S. Treasuries | | US TREASURY | 5/18/2021 | 4/30/2025 | 0.38 | 50,000,000 | 49,624,406 | 49,651,498 | 49,431,500 |
| U.S. Treasuries | 912828XB1 | US TREASURY | 9/2/2021 | 5/15/2025 | 2.13 | 50,000,000 | 53,167,204 | 52,788,441 | 52,535,000 |
| U.S. Treasuries | 912828ZW3 912828ZW3 | US TREASURY | 3/8/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,140,625 | 49,253,571 | 49,095,500 |
| U.S. Treasuries | | US TREASURY | 3/9/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,042,969 | 49,168,222 | 49,095,500 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 5/12/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,281,250 | 49,348,841 | 49,095,500 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 5/13/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,183,594 | 49,259,878 | 49,095,500 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 5/18/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,253,906 | 49,321,372 | 49,095,500 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 7/12/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,314,623 | 49,349,088 | 49,095,500 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 8/5/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,512,228 | 49,520,000 | 49,095,500 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 8/6/2021 | 6/30/2025 | 0.25 | 50,000,000 | 49,418,818 | 49,429,600 | 49,095,500 |
| U.S. Treasuries | 91282CAB7 | US TREASURY | 8/5/2021 | 7/31/2025 | 0.25 | 50,000,000 | 49,460,683 | 49,480,164 | 49,027,500 |
| U.S. Treasuries | 91282CAB7 | US TREASURY | 8/6/2021 | 7/31/2025 | 0.25 | 50,000,000 | 49,365,319 | 49,387,787 | 49,027,500 |
| U.S. Treasuries | 91282CAM3 | US TREASURY | 5/12/2021 | 9/30/2025 | 0.25 | 50,000,000 | 49,109,375 | 49,188,319 | 48,910,000 |
| U.S. Treasuries | 91282CAM3 | US TREASURY | 7/26/2021 | 9/30/2025 | 0.25 | 50,000,000 | 49,281,250 | 49,312,787 | 48,910,000 |
| U.S. Treasuries | 91282CAT8 | US TREASURY | 2/25/2021 | 10/31/2025 | 0.25 | 50,000,000 | 49,298,828 | 49,388,270 | 48,838,000 |
| U.S. Treasuries | 91282CAT8 | US TREASURY | | 10/31/2025 | 0.25 | 50,000,000 | 49,078,125 | 49,193,359 | 48,838,000 |
| U.S. Treasuries | 91282CAT8 | US TREASURY | | 10/31/2025 | 0.25 | 50,000,000 | 49,048,828 | 49,166,747 | 48,838,000 |
| U.S. Treasuries | 91282CBC4 | US TREASURY | | 12/31/2025 | 0.38 | 50,000,000 | 49,455,078 | 49,522,193 | 48,974,500 |
| U.S. Treasuries | 91282CBC4 | US TREASURY | | 12/31/2025 | 0.38 | 50,000,000 | 49,271,484 | 49,360,850 | 48,974,500 |
| U.S. Treasuries | 91282CBW0 | US TREASURY | 6/28/2021 | 4/30/2026 | 0.75 | 50,000,000 | 49,722,232 | 49,680,276 | 49,595,500 |
| U.S. Treasuries | 91282CBW0 | | 7/2/2021 | 4/30/2026 | 0.75 | 50,000,000 | 49,794,667 | 49,744,381 | 49,595,500 |
| U.S. Treasuries | 912828R36 | US TREASURY | 7/23/2021 | 5/15/2026 | 1.63 | 50,000,000 | 52,355,469 | 52,115,351 | 51,549,000 |
| U.S. Treasuries | 912828R36 | US TREASURY | 8/27/2021 | 5/15/2026 | 1.63 | 50,000,000 | 52,120,245 | 51,852,198 | 51,549,000 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 7/2/2021 | 6/30/2026 | 0.88 | 50,000,000 | 49,934,018 | 49,935,051 | 49,803,000 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 7/14/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,086,957 | 50,067,247 | 49,803,000 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 7/22/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,371,858 | 50,332,097 | 49,803,000 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 7/22/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,354,280 | 50,315,211 | 49,803,000 |

| | | | | <u>Maturity</u> | | | | <u>Amortized</u> | |
|--------------------|-----------|--------------------------|-------------|-----------------|---------|------------------|--------------|------------------|---------------|
| Type of Investment | CUSIP | Issuer Name | Settle Date | <u>Date</u> | Coupon | Par Value | Book Value | Book Value | Market Value |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 8/6/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,450,238 | 50,393,533 | 49,803,000 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 8/10/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,288,978 | 50,233,236 | 49,803,000 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 9/24/2021 | 6/30/2026 | 0.88 | 50,000,000 | 50,039,742 | 49,937,751 | 49,803,000 |
| U.S. Treasuries | 91282CCW9 | US TREASURY | 9/28/2021 | 8/31/2026 | 0.75 | 50,000,000 | 49,478,224 | 49,450,138 | 49,441,500 |
| Subtotals | | | | | 0.76 \$ | 5,698,860,000 \$ | | 5,720,409,049 \$ | 5,712,901,568 |
| | | | | | | | | | |
| Federal Agencies | 313313MK1 | FED FARM CRD DISCOUNT NT | 11/18/2020 | 10/1/2021 | 0.00 \$ | 5,000,000 \$ | 4,994,717 \$ | 5,000,000 \$ | 5,000,000 |
| Federal Agencies | 3135G0Q89 | FANNIE MAE | 10/21/2016 | 10/7/2021 | 1.38 | 25,000,000 | 25,000,000 | 25,000,000 | 25,005,500 |
| Federal Agencies | 3133EJK24 | FEDERAL FARM CREDIT BANK | 10/19/2018 | 10/19/2021 | 3.00 | 25,000,000 | 24,980,900 | 24,999,686 | 25,036,750 |
| Federal Agencies | 313313NF1 | FED FARM CRD DISCOUNT NT | 12/21/2020 | 10/21/2021 | 0.00 | 5,000,000 | 4,995,778 | 4,999,722 | 4,999,950 |
| Federal Agencies | 313313NF1 | FED FARM CRD DISCOUNT NT | 11/19/2020 | 10/21/2021 | 0.00 | 16,000,000 | 15,983,573 | 15,999,022 | 15,999,840 |
| Federal Agencies | 313313NK0 | FED FARM CRD DISCOUNT NT | 11/23/2020 | 10/25/2021 | 0.00 | 20,000,000 | 19,979,467 | 19,998,533 | 19,999,800 |
| Federal Agencies | 313313NK0 | FED FARM CRD DISCOUNT NT | 11/30/2020 | 10/25/2021 | 0.00 | 50,000,000 | 49,949,736 | 49,996,333 | 49,999,500 |
| Federal Agencies | 3133EGZJ7 | FEDERAL FARM CREDIT BANK | 10/25/2016 | | 1.38 | 14,500,000 | 14,500,000 | 14,500,000 | 14,512,470 |
| Federal Agencies | 3133EGZJ7 | FEDERAL FARM CREDIT BANK | 10/25/2016 | 10/25/2021 | 1.38 | 15,000,000 | 15,000,000 | 15,000,000 | 15,012,900 |
| Federal Agencies | 3133ELWS9 | FEDERAL FARM CREDIT BANK | | 10/25/2021 | 0.40 | 50,000,000 | 49,992,387 | 49,999,673 | 50,010,500 |
| Federal Agencies | 3133ELWS9 | FEDERAL FARM CREDIT BANK | | 10/25/2021 | 0.40 | 50,000,000 | 49,992,387 | 49,999,673 | 50,010,500 |
| Federal Agencies | 313313NM6 | FED FARM CRD DISCOUNT NT | | 10/27/2021 | 0.00 | 30,000,000 | 29,972,667 | 29,997,833 | 29,999,700 |
| Federal Agencies | 313313NN4 | FED FARM CRD DISCOUNT NT | 11/24/2020 | | 0.00 | 50,000,000 | 49,953,056 | 49,996,250 | 49,999,500 |
| Federal Agencies | 3133EJT74 | FEDERAL FARM CREDIT BANK | 11/15/2018 | | 3.05 | 50,000,000 | 49,950,000 | 49,997,947 | 50,181,500 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | | 11/19/2021 | 1.63 | 17,000,000 | 16,970,930 | 16,998,080 | 17,035,870 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | | 11/19/2021 | 1.63 | 25,000,000 | 24,957,250 | 24,997,177 | 25,052,750 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | | 11/19/2021 | 1.63 | 25,000,000 | 24,957,250 | 24,997,177 | 25,052,750 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | | 11/19/2021 | 1.63 | 45,000,000 | 44,923,050 | 44,994,918 | 45,094,950 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | | 11/19/2021 | 1.63 | 50,000,000 | 49,914,500 | 49,994,354 | 50,105,500 |
| Federal Agencies | 313313QA9 | FED FARM CRD DISCOUNT NT | 12/22/2020 | 12/3/2021 | 0.00 | 15,000,000 | 14,985,583 | 14,997,375 | 14,998,950 |
| Federal Agencies | 313313QL5 | FED FARM CRD DISCOUNT NT | 12/30/2020 | | 0.00 | 50,000,000 | 49,946,833 | 49,988,847 | 49,996,000 |
| Federal Agencies | 3133EJ3B3 | FEDERAL FARM CREDIT BANK | | 12/17/2021 | 2.80 | 19,000,000 | | 19,081,795 | 19,109,060 |
| | 3133EJ3B3 | | | | 2.80 | | 19,677,730 | | , , |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | 12/17/2018 | | | 25,000,000 | 24,974,250 | 24,998,191 | 25,143,500 |
| Federal Agencies | 3133EJ3B3 | FEDERAL FARM CREDIT BANK | 12/17/2018 | | 2.80 | 25,000,000 | 24,974,250 | 24,998,191 | 25,143,500 |
| Federal Agencies | 3133EJ3B3 | FEDERAL HOME LOAN BANK | 12/17/2018 | | 2.80 | 25,000,000 | 24,964,250 | 24,997,488 | 25,143,500 |
| Federal Agencies | 3130AHSR5 | FEDERAL HOME LOAN BANK | 12/20/2019 | | 1.63 | 22,500,000 | 22,475,700 | 22,497,341 | 22,577,625 |
| Federal Agencies | 3133EMLW0 | FEDERAL FARM CREDIT BANK | | 12/29/2021 | 0.09 | 62,500,000 | 62,490,464 | 62,497,526 | 62,501,250 |
| Federal Agencies | 313313RK6 | FED FARM CRD DISCOUNT NT | 3/30/2021 | 1/5/2022 | 0.00 | 50,000,000 | 49,976,583 | 49,992,000 | 49,994,500 |
| Federal Agencies | 3133ELTN4 | FEDERAL FARM CREDIT BANK | 3/18/2020 | 1/18/2022 | 0.53 | 50,000,000 | 49,886,500 | 49,981,563 | 50,064,500 |
| Federal Agencies | 3133ELTN4 | FEDERAL FARM CREDIT BANK | 3/23/2020 | 1/18/2022 | 0.53 | 63,450,000 | 63,289,472 | 63,423,727 | 63,531,851 |
| Federal Agencies | 3133ELKN3 | FEDERAL FARM CREDIT BANK | 1/28/2020 | 1/28/2022 | 1.55 | 100,000,000 | 99,992,000 | 99,998,698 | 100,467,000 |
| Federal Agencies | 3130AMEN8 | FEDERAL HOME LOAN BANK | 5/4/2021 | 2/1/2022 | 0.05 | 100,000,000 | 99,994,705 | 99,997,614 | 99,984,000 |
| Federal Agencies | 3130AMEN8 | FEDERAL HOME LOAN BANK | 5/6/2021 | 2/1/2022 | 0.05 | 100,000,000 | 99,995,490 | 99,997,953 | 99,984,000 |
| Federal Agencies | 3133EKAK2 | FEDERAL FARM CREDIT BANK | 2/19/2019 | 2/14/2022 | 2.53 | 20,700,000 | 20,682,612 | 20,697,832 | 20,887,335 |
| Federal Agencies | 3133EKBV7 | FEDERAL FARM CREDIT BANK | 3/1/2019 | 3/1/2022 | 2.55 | 10,000,000 | 9,997,186 | 9,999,612 | 10,104,100 |
| Federal Agencies | 313378WG2 | FEDERAL HOME LOAN BANK | 4/5/2019 | 3/11/2022 | 2.50 | 17,780,000 | 17,848,986 | 17,790,371 | 17,974,158 |
| Federal Agencies | 313378WG2 | FEDERAL HOME LOAN BANK | 4/5/2019 | 3/11/2022 | 2.50 | 40,000,000 | 40,158,360 | 40,023,806 | 40,436,800 |
| Federal Agencies | 3133EKDC7 | FEDERAL FARM CREDIT BANK | 4/8/2019 | 3/14/2022 | 2.47 | 26,145,000 | 26,226,050 | 26,157,411 | 26,431,288 |
| Federal Agencies | 3133EKDC7 | FEDERAL FARM CREDIT BANK | 4/8/2019 | 3/14/2022 | 2.47 | 45,500,000 | 45,634,680 | 45,520,623 | 45,998,225 |
| Federal Agencies | 3133ELUQ5 | FEDERAL FARM CREDIT BANK | 3/25/2020 | 3/25/2022 | 0.70 | 25,000,000 | 24,999,000 | 24,999,760 | 25,078,500 |
| Federal Agencies | 3133ELUQ5 | FEDERAL FARM CREDIT BANK | 3/25/2020 | 3/25/2022 | 0.70 | 25,000,000 | 24,993,000 | 24,998,322 | 25,078,500 |
| Federal Agencies | 3133ELUQ5 | FEDERAL FARM CREDIT BANK | 3/25/2020 | 3/25/2022 | 0.70 | 25,000,000 | 24,996,000 | 24,999,041 | 25,078,500 |
| Federal Agencies | 3133ELUQ5 | FEDERAL FARM CREDIT BANK | 3/25/2020 | 3/25/2022 | 0.70 | 25,000,000 | 24,983,250 | 24,995,985 | 25,078,500 |
| Federal Agencies | 3135G0T45 | FANNIE MAE | 6/6/2017 | 4/5/2022 | 1.88 | 25,000,000 | 25,072,250 | 25,007,618 | 25,230,250 |
| • | | | | | | * * * | , , , | * * - | |

| | | | | Bill - to - miles | | | | Average and | |
|--------------------|----------------|--------------------------------|-------------|-------------------|--------|-------------|------------|------------------|--------------|
| | | | | <u>Maturity</u> | | | | <u>Amortized</u> | |
| Type of Investment | CUSIP | <u>Issuer Name</u> | Settle Date | <u>Date</u> | Coupon | Par Value | Book Value | Book Value | Market Value |
| Federal Agencies | 313313VG0 | FED FARM CRD DISCOUNT NT | 7/9/2021 | 4/8/2022 | 0.00 | 10,000,000 | 9,995,450 | 9,996,850 | 9,996,900 |
| Federal Agencies | 3135G0V59 | FANNIE MAE | 4/12/2019 | 4/12/2022 | 2.25 | 25,000,000 | 24,918,000 | 24,985,560 | 25,285,750 |
| Federal Agencies | 3135G0V59 | FANNIE MAE | 4/12/2019 | 4/12/2022 | 2.25 | 50,000,000 | 49,836,000 | 49,971,120 | 50,571,500 |
| Federal Agencies | 3135G0V59 | FANNIE MAE | 4/12/2019 | 4/12/2022 | 2.25 | 50,000,000 | 49,836,000 | 49,971,120 | 50,571,500 |
| Federal Agencies | 3133EKHB5 | FEDERAL FARM CREDIT BANK | 4/18/2019 | 4/18/2022 | 2.35 | 50,000,000 | 49,969,500 | 49,994,462 | 50,621,500 |
| Federal Agencies | 3133EMXN7 | FEDERAL FARM CREDIT BANK | 4/28/2021 | 4/27/2022 | 0.06 | 19,550,000 | 19,548,390 | 19,549,062 | 19,548,436 |
| Federal Agencies | 3130AMEY4 | FEDERAL HOME LOAN BANK | 5/6/2021 | 5/6/2022 | 0.06 | 10,000,000 | 9,999,918 | 9,999,951 | 9,999,100 |
| Federal Agencies | 3130AMEY4 | FEDERAL HOME LOAN BANK | 5/18/2021 | 5/6/2022 | 0.06 | 10,000,000 | 10,000,100 | 9,999,939 | 9,999,100 |
| Federal Agencies | 313385WL6 | FED HOME LN DISCOUNT NT | 5/6/2021 | 5/6/2022 | 0.00 | 50,000,000 | 49,972,118 | 49,983,424 | 49,982,000 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | 5/11/2021 | 5/10/2022 | 0.06 | 50,000,000 | 49,998,408 | 49,998,983 | 49,996,000 |
| Federal Agencies | 3130AMJ37 | FEDERAL HOME LOAN BANK | 5/17/2021 | 5/13/2022 | 0.06 | 30,000,000 | 29,999,953 | 29,999,847 | 29,997,600 |
| Federal Agencies | 3130AMJ37 | FEDERAL HOME LOAN BANK | 5/13/2021 | 5/13/2022 | 0.06 | 45,000,000 | 44,998,200 | 44,998,895 | 44,996,400 |
| Federal Agencies | 3133EKLR5 | FEDERAL FARM CREDIT BANK | 5/16/2019 | 5/16/2022 | 2.25 | 25,000,000 | 24,949,250 | 24,989,489 | 25,340,250 |
| Federal Agencies | 3133EKLR5 | FEDERAL FARM CREDIT BANK | 5/16/2019 | 5/16/2022 | 2.25 | 35,000,000 | 34,928,950 | 34,985,284 | 35,476,350 |
| Federal Agencies | 3133EHLY7 | FEDERAL FARM CREDIT BANK | 6/6/2017 | 6/2/2022 | 1.88 | 50,000,000 | 50,059,250 | 50,007,935 | 50,606,000 |
| Federal Agencies | 3133EHLY7 | FEDERAL FARM CREDIT BANK | 6/9/2017 | 6/2/2022 | 1.88 | 50,000,000 | 49,997,500 | 49,999,665 | 50,606,000 |
| Federal Agencies | 3133EMF64 | FEDERAL FARM CREDIT BANK | 7/7/2021 | 6/9/2022 | 0.06 | 58,735,000 | 58,726,269 | 58,726,455 | 58,733,825 |
| Federal Agencies | 3133ELDK7 | FEDERAL FARM CREDIT BANK | 12/16/2019 | 6/15/2022 | 1.63 | 20,000,000 | 19,998,940 | 19,999,701 | 20,221,200 |
| Federal Agencies | 3133ELDK7 | FEDERAL FARM CREDIT BANK | 12/16/2019 | 6/15/2022 | 1.63 | 25,000,000 | 24,998,676 | 24,999,627 | 25,276,500 |
| Federal Agencies | 3133ELDK7 | FEDERAL FARM CREDIT BANK | 12/16/2019 | 6/15/2022 | 1.63 | 25,000,000 | 24,998,676 | 24,999,627 | 25,276,500 |
| Federal Agencies | 3133EHZP1 | FEDERAL FARM CREDIT BANK | 3/18/2020 | 9/20/2022 | 1.85 | 25,000,000 | 25,718,750 | 25,277,770 | 25,425,250 |
| Federal Agencies | 3133ELVL5 | FEDERAL FARM CREDIT BANK | 4/3/2020 | 10/3/2022 | 0.70 | 40,000,000 | 39,990,000 | 39,995,980 | 40,243,200 |
| Federal Agencies | 3133EMS45 | FEDERAL FARM CREDIT BANK | 7/14/2021 | 12/14/2022 | 0.11 | 50,000,000 | 49,992,900 | 49,993,983 | 49,981,500 |
| Federal Agencies | 3133EMWK4 | FEDERAL FARM CREDIT BANK | 5/18/2021 | 1/19/2023 | 0.14 | 60,000,000 | 59,987,400 | 59,990,205 | 59,979,600 |
| Federal Agencies | 3133ELJH8 | FEDERAL FARM CREDIT BANK | 3/25/2020 | 1/23/2023 | 1.60 | 10,140,000 | 10,384,141 | 10,253,098 | 10,330,024 |
| Federal Agencies | 3133EMUH3 | FEDERAL FARM CREDIT BANK | 3/31/2021 | 3/23/2023 | 0.13 | 65,000,000 | 64,955,150 | 64,966,580 | 64,922,650 |
| Federal Agencies | 3133EMVP4 | FEDERAL FARM CREDIT BANK | 4/13/2021 | 4/13/2023 | 0.13 | 20,000,000 | 19,973,600 | 19,979,784 | 19,974,600 |
| Federal Agencies | 3133EMVP4 | FEDERAL FARM CREDIT BANK | 4/13/2021 | 4/13/2023 | 0.13 | 25,000,000 | 24,967,000 | 24,974,730 | 24,968,250 |
| Federal Agencies | 3133EMVP4 | FEDERAL FARM CREDIT BANK | 4/13/2021 | 4/13/2023 | 0.13 | 50,000,000 | 49,934,000 | 49,949,460 | 49,936,500 |
| Federal Agencies | 3133EMXM9 | FEDERAL FARM CREDIT BANK | 5/5/2021 | 4/27/2023 | 0.13 | 44,500,000 | 44,463,469 | 44,470,027 | 44,427,910 |
| Federal Agencies | 3133EMYX4 | FEDERAL FARM CREDIT BANK | 5/10/2021 | 5/10/2023 | 0.13 | 12,500,000 | 12,484,000 | 12,487,156 | 12,486,375 |
| Federal Agencies | 3133EMYX4 | FEDERAL FARM CREDIT BANK | 5/10/2021 | 5/10/2023 | 0.13 | 25,000,000 | 24,968,000 | 24,974,312 | 24,972,750 |
| Federal Agencies | 3133EMYX4 | FEDERAL FARM CREDIT BANK | 5/10/2021 | 5/10/2023 | 0.13 | 75,000,000 | 74,904,000 | 74,922,937 | 74,918,250 |
| Federal Agencies | 3130AMRY0 | FEDERAL HOME LOAN BANK | 6/4/2021 | 6/2/2023 | 0.13 | 15,000,000 | 14,986,200 | 14,988,456 | 14,962,950 |
| Federal Agencies | 3133EMF31 | FEDERAL FARM CREDIT BANK | 6/2/2021 | 6/2/2023 | 0.13 | 100,000,000 | 99,938,000 | 99,948,277 | 99,794,000 |
| Federal Agencies | 3133EMH96 | FEDERAL FARM CREDIT BANK | 6/28/2021 | 6/14/2023 | 0.13 | 50,000,000 | 49,867,281 | 49,882,782 | 49,912,500 |
| Federal Agencies | 3133EM3S9 | FEDERAL FARM CREDIT BANK | 8/26/2021 | 6/26/2023 | 0.20 | 50,000,000 | 49,979,892 | 49,980,974 | 49,941,500 |
| Federal Agencies | 3133EMS37 | FEDERAL FARM CREDIT BANK | 7/14/2021 | 7/14/2023 | 0.13 | 50,000,000 | 49,927,791 | 49,935,605 | 49,864,000 |
| Federal Agencies | 3133EMS37 | FEDERAL FARM CREDIT BANK | 7/14/2021 | 7/14/2023 | 0.13 | 50,000,000 | 49,907,253 | 49,917,290 | 49,864,000 |
| Federal Agencies | 3133EM2E1 | FEDERAL FARM CREDIT BANK | 8/10/2021 | 8/10/2023 | 0.16 | 50,000,000 | 49,970,000 | 49,972,137 | 49,894,000 |
| Federal Agencies | 3133EM6N7 | FEDERAL FARM CREDIT BANK | 9/27/2021 | 9/27/2023 | 0.17 | 50,000,000 | 49,950,000 | 49,950,274 | 49,894,500 |
| Federal Agencies | 3133ELNE0 | FEDERAL FARM CREDIT BANK | 3/18/2020 | 2/14/2024 | 1.43 | 20,495,000 | 20,950,604 | 20,771,298 | 20,979,912 |
| Federal Agencies | 3133EMRZ7 | FEDERAL FARM CREDIT BANK | 2/26/2021 | 2/26/2024 | 0.25 | 5,000,000 | 4,998,200 | 4,998,557 | 4,986,850 |
| Federal Agencies | 3133EMRZ7 | FEDERAL FARM CREDIT BANK | 2/26/2021 | 2/26/2024 | 0.25 | 5,000,000 | 4,998,200 | 4,998,557 | 4,986,850 |
| Federal Agencies | 3133EMRZ7 | FEDERAL FARM CREDIT BANK | 2/26/2021 | 2/26/2024 | 0.25 | 100,000,000 | 99,964,000 | 99,971,134 | 99,737,000 |
| Federal Agencies | 3133EMTW2 | FEDERAL FARM CREDIT BANK | 3/18/2021 | 3/18/2024 | 0.20 | 50,000,000 | 49,939,500 | 49,950,375 | 49,818,000 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | 3/18/2021 | 3/18/2024 | 0.30 | 50,000,000 | 49,939,450 | 49,950,334 | 49,818,000 |
| Federal Agencies | 3133EMWV0 | | 5/4/2021 | 4/22/2024 | 0.35 | 16,545,000 | 16,551,563 | 16,548,992 | 16,493,049 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | 5/4/2021 | 4/22/2024 | 0.35 | 29,424,000 | 29,435,672 | 29,431,099 | 29,331,609 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | 5/4/2021 | 4/22/2024 | 0.35 | 39,000,000 | 39,015,470 | 39,009,409 | 38,877,540 |
| i euciai Agendies | 3 133EIVIVV VU | I LUCIVAL FAIVINI CHEDITI DANN | J/4/2021 | +12212024 | 0.33 | 39,000,000 | 35,013,470 | 39,009,409 | 30,077,340 |

| | | | | Maturity | | | | Amortized | |
|--------------------------------------|------------------------|--|------------------------|------------------------|--------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Type of Investment | CUSIP | Issuer Name | Settle Date | Date | Coupon | Par Value | Book Value | Book Value | Market Value |
| Federal Agencies | 3133EMV25 | FEDERAL FARM CREDIT BANK | 8/6/2021 | 7/23/2024 | 0.45 | 50,000,000 | 50,100,125 | 50,087,238 | 49,893,000 |
| Federal Agencies | 3133EM5X6 | FEDERAL FARM CREDIT BANK | 9/23/2021 | 9/23/2024 | 0.43 | 25,000,000 | 24,974,750 | 24,974,934 | 24,924,750 |
| Federal Agencies | 3133EM5X6 | FEDERAL FARM CREDIT BANK | 9/23/2021 | 9/23/2024 | 0.43 | 50,000,000 | 49,949,500 | 49,949,869 | 49,849,500 |
| Federal Agencies | 3133EM5X6 | FEDERAL FARM CREDIT BANK | 9/23/2021 | 9/23/2024 | 0.43 | 50,000,000 | 49,949,500 | 49,949,869 | 49,849,500 |
| Federal Agencies | 3133ELCP7 | FEDERAL FARM CREDIT BANK | 12/3/2019 | 12/3/2024 | 1.63 | 25,000,000 | 24,960,000 | 24,974,625 | 25,781,250 |
| Federal Agencies | 3135G0X24 | FANNIE MAE | 4/21/2021 | 1/7/2025 | 1.63 | 39,060,000 | 40,632,556 | 40,443,664 | 40,383,743 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,997,405 | 5,142,400 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,997,405 | 5,142,400 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | 2/14/2020 | 2/12/2025 | 1.50 | 5,000,000 | 4,996,150 | 4,997,405 | 5,142,400 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | 2/14/2020 | 2/12/2025 | 1.50 | 15,000,000 | 14,988,450 | 14,992,216 | 15,427,200 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | 2/14/2020 | 2/12/2025 | 1.50 | 50,000,000 | 49,961,500 | 49,974,052 | 51,424,000 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | 4/21/2021 | 2/12/2025 | 1.50 | 53,532,000 | 55,450,052 | 55,225,613 | 55,056,591 |
| Federal Agencies | 3133ELQY3 | FEDERAL FARM CREDIT BANK | 3/23/2020 | 3/3/2025 | 1.21 | 16,000,000 | 15,990,720 | 15,993,582 | 16,280,480 |
| Federal Agencies | 3133ELQY3 | FEDERAL FARM CREDIT BANK | 3/23/2020 | 3/3/2025 | 1.21 | 24,000,000 | 23,964,240 | 23,975,269 | 24,420,720 |
| Federal Agencies | 3133EMWT5 | FEDERAL FARM CREDIT BANK | 4/21/2021 | 4/21/2025 | 0.60 | 50,000,000 | 49,973,500 | 49,976,457 | 49,782,000 |
| Federal Agencies | 3135G03U5 | FANNIE MAE | 7/12/2021 | 4/22/2025 | 0.63 | 50,000,000 | 50,177,444 | 50,101,661 | 49,884,000 |
| Federal Agencies | 3130AN4A5 | FEDERAL HOME LOAN BANK | 7/12/2021 | 6/30/2025 | 0.70 | 17,680,000 | 17,736,694 | 17,731,577 | 17,648,706 |
| Federal Agencies | 3135G05X7 | FANNIE MAE | 3/4/2021 | 8/25/2025 | 0.38 | 25,000,000 | 24,684,250 | 24,724,998 | 24,607,750 |
| Federal Agencies | 3135G05X7 | FANNIE MAE | 2/25/2021 | 8/25/2025 | 0.38 | 72,500,000 | 71,862,000 | 71,946,704 | 71,362,475 |
| Federal Agencies | 3137EAEX3 | FREDDIE MAC | 3/4/2021 | 9/23/2025 | 0.38 | 22,600,000 | 22,295,352 | 22,333,982 | 22,223,710 |
| Federal Agencies | 3133EMZ21 | FEDERAL FARM CREDIT BANK | 8/9/2021 | 4/6/2026 | 0.69 | 15,500,000 | 15,459,041 | 15,459,454 | 15,342,365 |
| Federal Agencies | 3130ANNM8 | FEDERAL HOME LOAN BANK | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 24,993,000 |
| Federal Agencies | 3130ANNM8 | FEDERAL HOME LOAN BANK | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 24,993,000 |
| Federal Agencies | 3130ANNM8 | FEDERAL HOME LOAN BANK | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 24,993,000 |
| Federal Agencies | 3130ANNM8 | FEDERAL HOME LOAN BANK | 8/19/2021 | 7/13/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 24,993,000 |
| Federal Agencies | 3130ANMP2 | FEDERAL HOME LOAN BANK | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3130ANMP2 | FEDERAL HOME LOAN BANK | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3130ANMP2 | FEDERAL HOME LOAN BANK | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3130ANMP2 | FEDERAL HOME LOAN BANK | 8/20/2021 | 7/27/2026 | 1.07 | 25,000,000 | 25,000,000 | 25,000,000 | 25,012,250 |
| Federal Agencies | 3130ANTG5 3130ANTG5 | FEDERAL HOME LOAN BANK FEDERAL HOME LOAN BANK | 9/13/2021 9/13/2021 | 8/10/2026 8/10/2026 | 1.05 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 24,995,524 |
| Federal Agencies | 3130ANTG5 | FEDERAL HOME LOAN BANK | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 25,000,000 | 25,000,000 25,000,000 | 25,000,000 25,000,000 | 24,995,524 |
| Federal Agencies Federal Agencies | 3130ANTG5 | FEDERAL HOME LOAN BANK | 9/13/2021 | 8/10/2026 | 1.05 | 25,000,000 | 25,000,000 | 25,000,000 | 24,995,524 24,995,524 |
| Subtotals | 3130AN1G3 | FEDERAL HOME LOAN BAINK | 9/13/2021 | 0/10/2020 | 0.84 \$ | 4,446,836,000 | | \$ 4,448,511,614 | \$ 4,458,523,187 |
| Jubiolais | | | | | υ.υ ψ | 4,440,030,000 ¥ | 4,443,031,300 | Ψ +,++0,511,01+ | Ψ 4,430,323,107 |
| Public Time Deposits | PPE82MHI9 | BANK OF SAN FRANCISCO | 6/7/2021 | 12/6/2021 | 0.07 \$ | 10,000,000 \$ | 10,000,000 | \$ 10,000,000 | \$ 10,000,000 |
| Public Time Deposits | PPEE2K8C3 | BRIDGE BANK | 6/21/2021 | 12/20/2021 | 0.08 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Public Time Deposits | PPEB3XSW4 | BANK OF SAN FRANCISCO | 9/20/2021 | 3/21/2022 | 0.09 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Public Time Deposits | PPEE3CH06 | BRIDGE BANK | 9/20/2021 | 3/21/2022 | 0.09 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 |
| Subtotals | | | | | 0.08 \$ | 40,000,000 \$ | 40,000,000 | \$ 40,000,000 | \$ 40,000,000 |
| Negotiable CDs | 78012UG58 | ROYAL BANK OF CANADA NY | 2/23/2021 | 10/25/2021 | 0.12 \$ | 50,000,000 \$ | 50,000,000 | \$ 50,000,000 | \$ 50,002,292 |
| Negotiable CDs | 06367CCF2 | BANK OF MONTREAL CHICAGO | 3/8/2021 | 1/3/2022 | 0.12 \$ | 50,000,000 \$ | 50,000,000 | 50,000,000 | 50,002,292 |
| Negotiable CDs | 89114W3L7 | TORONTO DOMINION BANK NY | 3/8/2021 | 1/5/2022 | 0.20 | 50,000,000 | 50,000,000 | 50,000,000 | 50,018,849 |
| Negotiable CDs | 89114W3E7 | TORONTO DOMINION BANK NY | 3/4/2021 | 1/6/2022 | 0.20 | 60,000,000 | 60,000,000 | 60,000,000 | 60,022,852 |
| Negotiable CDs | 89114W2B0 | TORONTO DOMINION BANK NY | 2/18/2021 | 1/0/2022 | 0.20 | 100,000,000 | 100,000,000 | 100,000,000 | 100,035,307 |
| Negotiable CDs | 06367CCQ8 | BANK OF MONTREAL CHICAGO | 3/11/2021 | 1/20/2022 | 0.10 | 50,000,000 | 50,000,000 | 50,000,000 | 50,021,763 |
| Negotiable CDs | 89114W3W3 | | 3/11/2021 | 1/20/2022 | 0.20 | 50,000,000 | 50,000,000 | 50,000,000 | 50,021,763 |
| Negotiable CDs | 06367CBA4 | BANK OF MONTREAL CHICAGO | 2/16/2021 | 2/14/2022 | 0.20 | 75,000,000 | 75,000,000 | 75,000,000 | 75,039,928 |
| Negotiable CDs | 78012UG82 | ROYAL BANK OF CANADA NY | 2/26/2021 | 2/16/2022 | 0.15 | 50,000,000 | 50,000,000 | 50,000,000 | 50,018,288 |
| 95 | . 00120002 | | _, _O, _O_ I | _, , _ , _ , _ , | 0.10 | 33,530,000 | 33,300,000 | 33,000,000 | 50,010,200 |

| | | | | Maturity | | | | <u>Amortized</u> | | |
|--------------------|-------------|------------------------------|-------------|-----------|---------|----------------|----------------|---------------------|----|----------------|
| Type of Investment | CUSIP | Issuer Name | Settle Date | Date | Coupon | Par Value | Book Value | Book Value | | Market Value |
| Negotiable CDs | 78012UG90 | ROYAL BANK OF CANADA NY | 2/26/2021 | 2/22/2022 | 0.16 | 60,000,000 | 60,000,000 | 60,000,000 | | 60,024,343 |
| Negotiable CDs | 06367CCJ4 | BANK OF MONTREAL CHICAGO | 3/9/2021 | 2/28/2022 | 0.14 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,016,932 |
| Negotiable CDs | 06367CDY0 | BANK OF MONTREAL CHICAGO | 4/6/2021 | 2/28/2022 | 0.20 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,029,342 |
| Negotiable CDs | 78012UH57 | ROYAL BANK OF CANADA NY | 3/9/2021 | 2/28/2022 | 0.15 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,019,343 |
| Negotiable CDs | 06367CBZ9 | BANK OF MONTREAL CHICAGO | 3/3/2021 | 3/2/2022 | 0.15 | 100,000,000 | 100,000,000 | 100,000,000 | | 100,038,084 |
| Negotiable CDs | 89114W3C7 | TORONTO DOMINION BANK NY | 3/4/2021 | 3/4/2022 | 0.21 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,032,268 |
| 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 | | 50,038,222 |
| Negotiable CDs | 89114W4K8 | TORONTO DOMINION BANK NY | 3/15/2021 | 3/15/2022 | 0.23 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,039,166 |
| Negotiable CDs | 06367CCY1 | BANK OF MONTREAL CHICAGO | 3/16/2021 | 3/16/2022 | 0.17 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,025,045 |
| 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 | | 50,037,084 |
| 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 | | 50,042,234 |
| Negotiable CDs | 89114W5N1 | TORONTO DOMINION BANK NY | 3/30/2021 | 3/28/2022 | 0.22 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,039,749 |
| Negotiable CDs | 78012UK53 | ROYAL BANK OF CANADA NY | 4/6/2021 | 4/6/2022 | 0.23 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,031,283 |
| Negotiable CDs | 89114W6T7 | TORONTO DOMINION BANK NY | 4/13/2021 | 4/11/2022 | 0.22 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,029,438 |
| Negotiable CDs | 06367CHR1 | BANK OF MONTREAL CHICAGO | 7/6/2021 | 5/9/2022 | 0.17 | 100,000,000 | 100,000,000 | 100,000,000 | | 100,036,781 |
| Negotiable CDs | 89114WBD6 | TORONTO DOMINION BANK NY | 5/25/2021 | 5/25/2022 | 0.21 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,032,866 |
| Negotiable CDs | 78012UT96 | ROYAL BANK OF CANADA NY | 9/16/2021 | 6/17/2022 | 0.15 | 100,000,000 | 100,000,000 | 100,000,000 | | 100,028,861 |
| Negotiable CDs | 06367CKG1 | BANK OF MONTREAL CHICAGO | 8/25/2021 | 7/18/2022 | 0.18 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,032,300 |
| Negotiable CDs | 06367CKN6 | BANK OF MONTREAL CHICAGO | 8/30/2021 | 7/18/2022 | 0.18 | 50,000,000 | 50,000,000 | 50,000,000 | | 50,032,301 |
| Subtotals | | | | | 0.19 \$ | 1,645,000,000 | 1,645,000,000 | \$ 1,645,000,000 | \$ | 1,645,805,140 |
| | | | | | | | | | | |
| Money Market Funds | 09248U718 | BLACKROCK LIQ INST GOV FUND | 9/30/2021 | 10/1/2021 | 0.01 \$ | 10,546,255 | | | \$ | 10,546,255 |
| Money Market Funds | 262006208 | DREYFUS GOVERN CASH MGMT-I | 9/30/2021 | 10/1/2021 | 0.03 | 252,701,535 | 252,701,535 | 252,701,535 | | 252,701,535 |
| Money Market Funds | 31607A703 | FIDELITY INST GOV FUND | 9/30/2021 | 10/1/2021 | 0.01 | 22,346,105 | 22,346,105 | 22,346,105 | | 22,346,105 |
| Money Market Funds | 608919718 | FEDERATED GOVERNMENT OBL-PF | 9/30/2021 | 10/1/2021 | 0.03 | 219,078,155 | 219,078,155 | 219,078,155 | | 219,078,155 |
| Money Market Funds | 61747C707 | MORGAN STANLEY INST GOVT FUN | 9/30/2021 | 10/1/2021 | 0.03 | 62,403,760 | 62,403,760 | 62,403,760 | | 62,403,760 |
| Subtotals | | | | | 0.03 \$ | 567,075,811 | 567,075,811 | \$ 567,075,811 | \$ | 567,075,811 |
| 0 " 1 | 450050 11/0 | INTL DI DECON A DEVELOR | 4/00/0004 | 4/00/0000 | 0.40 | 100 000 000 | | A 00 000 504 | • | 00 000 000 |
| Supranationals | 459058JV6 | INTL BK RECON & DEVELOP | 4/20/2021 | 4/20/2023 | 0.13 \$ | 100,000,000 | | | \$ | 99,809,000 |
| Supranationals | 4581X0CM8 | INTER-AMERICAN DEVEL BK | 4/26/2021 | 1/15/2025 | 2.13 | 100,000,000 | 105,676,000 | 105,016,582 | | 104,707,000 |
| Supranationals | 459058JB0 | INTL BK RECON & DEVELOP | 7/23/2021 | 4/22/2025 | 0.63 | 40,000,000 | 40,149,194 | 40,081,603 | | 39,852,000 |
| Supranationals | 45818WDG8 | INTER-AMERICAN DEVEL BK | 8/25/2021 | 2/27/2026 | 0.82 | 19,500,000 | 19,556,907 | 19,555,629 | _ | 19,313,580 |
| Subtotals | | | | | 1.05 \$ | 259,500,000 | 265,175,102 | \$ 264,493,318 | \$ | 263,681,580 |
| Grand Totals | | | | | 0.68 \$ | 12,657,271,811 | 12,698,912,787 | \$ 12,685,489,791 | \$ | 12,687,987,286 |

For month ended September 30, 2021

| For month ended Se | ptember 30, 2 | 021 | | | | | | | | | |
|--------------------|---------------|---------------|-----------|--------|------------------|-------------|-----------------|-----------------|---------------|-----------------|---------------|
| | | | | | | | <u>Maturity</u> | | <u>Amort.</u> | <u>Realized</u> | Earned Income |
| Type of Investment | CUSIP | Issuer Name | Par Value | Coupon | YTM ¹ | Settle Date | Date | Earned Interest | Expense | Gain/(Loss) | /Net Earnings |
| U.S. Treasuries | 9127964L0 | TREASURY BILL | 0 | 0 | 0.1111 | 10/29/20 | 9/9/21 | 0 | 1233.33 | 0 | 1233.33 |
| U.S. Treasuries | 9127964L0 | TREASURY BILL | 0 | 0 | 0.1026 | 11/10/20 | 9/9/21 | 0.00 | 1138.89 | 0.00 | 1138.89 |
| U.S. Treasuries | 9128285A4 | US TREASURY | 0 | 2.75 | 0.1103 | 11/19/20 | 9/15/21 | 52309.78 | -50494.79 | 0 | 1814.99 |
| U.S. Treasuries | 9128285A4 | US TREASURY | 0 | 2.75 | 0.1049 | 12/3/20 | 9/15/21 | 52309.78 | -50576.38 | 0 | 1733.4 |
| U.S. Treasuries | 912828T34 | US TREASURY | 0 | 1.125 | 1.6923 | 12/11/19 | 9/30/21 | 44569.67 | 22088.98 | 0.00 | 66658.65 |
| U.S. Treasuries | 9127964V8 | TREASURY BILL | 50000000 | 0 | 0.1156 | 10/29/20 | 10/7/21 | 0.00 | 4812.5 | 0.00 | 4812.5 |
| U.S. Treasuries | 9127964V8 | TREASURY BILL | 50000000 | 0 | 0.1151 | 10/29/20 | 10/7/21 | 0.00 | 4791.65 | 0.00 | 4791.65 |
| U.S. Treasuries | 9127964V8 | TREASURY BILL | 50000000 | 0 | 0.0931 | 12/3/20 | 10/7/21 | 0 | 3875 | 0 | 3875 |
| U.S. Treasuries | 9128285F3 | US TREASURY | 50000000 | 2.875 | 0.1302 | 10/29/20 | 10/15/21 | 117827.87 | -112680.29 | 0 | 5147.58 |
| U.S. Treasuries | 912828T67 | US TREASURY | 50000000 | 1.25 | 1.428 | 11/10/16 | 10/31/21 | 50951.08 | 7033.83 | 0 | 57984.91 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 23860000 | 0 | 0.1352 | 11/5/20 | 11/4/21 | 0 | 2684.25 | 0 | 2684.25 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 5000000 | 0 | 0.1332 | 11/5/20 | 11/4/21 | 0 | 5729.17 | 0 | 5729.17 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 50000000 | 0 | 0.1201 | 11/10/20 | 11/4/21 | 0.00 | 5000 | 0.00 | 5000 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 50000000 | 0 | 0.1201 | 11/10/20 | 11/4/21 | 0.00 | 4166.67 | 0.00 | 4166.67 |
| U.S. Treasuries | 9127964W6 | TREASURY BILL | 10000000 | 0 | 0.035 | 5/6/21 | 11/4/21 | 0.00 | 2916.6 | 0.00 | 2916.6 |
| | | | | 0 | | | | | | | |
| U.S. Treasuries | 912796H51 | TREASURY BILL | 150000000 | • | 0.035 | 5/13/21 | 11/12/21 | 0.00 | 4375.09 | 0.00 | 4375.09 |
| U.S. Treasuries | 912796H69 | TREASURY BILL | 100000000 | 0 | 0.03 | 5/20/21 | 11/18/21 | 0 | 2500.05 | 0 | 2500.05 |
| U.S. Treasuries | 912828U65 | US TREASURY | 50000000 | 1.75 | 0.0954 | 12/14/20 | 11/30/21 | 71721.31 | -67942.04 | 0.00 | 3779.27 |
| U.S. Treasuries | 912828U65 | US TREASURY | 100000000 | 1.75 | 1.8957 | 12/13/16 | 11/30/21 | 143442.62 | 11376.18 | 0.00 | 154818.8 |
| U.S. Treasuries | 9127965G0 | TREASURY BILL | 50000000 | 0 | 0.0901 | 12/17/20 | 12/2/21 | 0.00 | 3750 | 0.00 | 3750 |
| U.S. Treasuries | 9127965G0 | TREASURY BILL | 100000000 | 0 | 0.1101 | 12/3/20 | 12/2/21 | 0 | 9166.64 | 0 | 9166.64 |
| U.S. Treasuries | 9128285R7 | US TREASURY | 50000000 | 2.625 | 0.1161 | 12/4/20 | 12/15/21 | 107581.97 | -103006.56 | 0.00 | 4575.41 |
| U.S. Treasuries | 9128285R7 | US TREASURY | 50000000 | 2.625 | 0.1085 | 12/8/20 | 12/15/21 | 107581.97 | -103326.62 | 0.00 | 4255.35 |
| U.S. Treasuries | 9128285R7 | US TREASURY | 50000000 | 2.625 | 0.1094 | 12/9/20 | 12/15/21 | 107581.97 | -103289.25 | 0 | 4292.72 |
| U.S. Treasuries | 9128285R7 | US TREASURY | 50000000 | 2.625 | 0.1073 | 12/15/20 | 12/15/21 | 107581.97 | -103381.85 | 0 | 4200.12 |
| U.S. Treasuries | 912796A90 | TREASURY BILL | 50000000 | 0 | 0.0902 | 1/26/21 | 12/30/21 | 0.00 | 3754.17 | 0.00 | 3754.17 |
| U.S. Treasuries | 912828U81 | US TREASURY | 50000000 | 2 | 1.6095 | 11/22/19 | 12/31/21 | 81521.74 | -15675.73 | 0 | 65846.01 |
| U.S. Treasuries | 912796C31 | TREASURY BILL | 100000000 | 0 | 0.0901 | 1/28/21 | 1/27/22 | 0 | 7500 | 0 | 7500 |
| U.S. Treasuries | 912828Z60 | US TREASURY | 50000000 | 1.375 | 0.104 | 1/13/21 | 1/31/22 | 56046.19 | -52168.33 | 0 | 3877.86 |
| U.S. Treasuries | 912828Z60 | US TREASURY | 50000000 | 1.375 | 0.1012 | 1/15/21 | 1/31/22 | 56046.19 | -52288.38 | 0 | 3757.81 |
| U.S. Treasuries | 912796F38 | TREASURY BILL | 50000000 | 0 | 0.058 | 4/19/21 | 3/24/22 | 0 | 2416.67 | 0 | 2416.67 |
| U.S. Treasuries | 912828ZG8 | US TREASURY | 50000000 | 0.375 | 0.0673 | 4/8/21 | 3/31/22 | 15371.67 | -12637.87 | 0.00 | 2733.8 |
| U.S. Treasuries | 912796G45 | TREASURY BILL | 100000000 | 0 | 0.065 | 4/22/21 | 4/21/22 | 0 | 5416.65 | 0 | 5416.65 |
| U.S. Treasuries | 912796H44 | TREASURY BILL | 200000000 | 0 | 0.055 | 5/20/21 | 5/19/22 | 0 | 9166.73 | 0 | 9166.73 |
| U.S. Treasuries | 912828XD7 | US TREASURY | 50000000 | 1.875 | 0.0798 | 5/13/21 | 5/31/22 | 76844.27 | -73739.4 | 0.00 | 3104.87 |
| U.S. Treasuries | 9128286Y1 | US TREASURY | 50000000 | 1.75 | 0.0801 | 4/8/21 | 6/15/22 | 71721.31 | -68607.85 | 0.00 | 3113.46 |
| U.S. Treasuries | 9128286Y1 | US TREASURY | 50000000 | 1.75 | 0.0922 | 4/28/21 | 6/15/22 | 71721.31 | -68099.27 | 0.00 | 3622.04 |
| U.S. Treasuries | 912828XW5 | US TREASURY | 25000000 | 1.75 | 1.7692 | 8/15/17 | 6/30/22 | 35665.76 | 378.56 | 0.00 | 36044.32 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 50000000 | 0.125 | 0.107 | 3/12/21 | 6/30/22 | 5095.11 | -740.13 | 0 | 4354.98 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 50000000 | 0.125 | 0.0906 | 3/31/21 | 6/30/22 | 5095.11 | -1413.45 | 0.00 | 3681.66 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 50000000 | 0.125 | 0.0837 | 4/8/21 | 6/30/22 | 5095.11 | -1700.27 | 0 | 3394.84 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 50000000 | 0.125 | 0.0927 | 4/15/21 | 6/30/22 | 5095.11 | -1328.65 | 0.00 | 3766.46 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 50000000 | 0.125 | 0.0926 | 4/16/21 | 6/30/22 | 5095.11 | -1331.68 | 0 | 3763.43 |
| U.S. Treasuries | 912828ZX1 | US TREASURY | 50000000 | 0.125 | 0.0924 | 4/19/21 | 6/30/22 | 5095.11 | -1340.82 | 0.00 | 3754.29 |
| U.S. Treasuries | 912828YA2 | US TREASURY | 100000000 | 1.5 | 0.0988 | 3/30/21 | 8/15/22 | 122282.61 | -115323.68 | 0 | 6958.93 |
| U.S. Treasuries | 91282CAG6 | US TREASURY | 50000000 | 0.125 | 0.0974 | 3/30/21 | 8/31/22 | 5179.56 | -1128.98 | 0.00 | 4050.58 |
| U.S. Treasuries | 912828TY6 | US TREASURY | 50000000 | 1.625 | 0.1236 | 4/8/21 | 11/15/22 | 66236.41 | -61493.44 | 0.00 | 4742.97 |
| U.S. Treasuries | 912828Z86 | US TREASURY | 50000000 | 1.375 | 0.1371 | 8/17/21 | 2/15/23 | 56046.19 | -50666.99 | 0.00 | 5379.2 |
| U.S. Treasuries | 912828ZD5 | US TREASURY | 50000000 | 0.5 | 0.162 | 3/18/21 | 3/15/23 | 20560.59 | -13862.62 | 0.00 | 6697.97 |
| U.S. Treasuries | 91282CBU4 | US TREASURY | 50000000 | 0.125 | 0.1537 | 5/4/21 | 3/31/23 | 5123.89 | 1178.61 | 0.00 | 6302.5 |
| U.S. Treasuries | 912828ZU7 | US TREASURY | 50000000 | 0.125 | 0.1911 | 3/12/21 | 6/15/23 | 10245.91 | -2414.77 | 0 | 7831.14 |
| U.S. Treasuries | 912828ZU7 | US TREASURY | 50000000 | 0.25 | 0.1837 | 4/8/21 | 6/15/23 | 10245.91 | -2414.77 | 0 | 7529.16 |
| U.S. Treasuries | 912828ZU7 | US TREASURY | 50000000 | 0.25 | 0.1657 | 6/24/21 | 6/15/23 | 10245.91 | 81.27 | 0 | 10327.18 |
| U.U. HEASUHES | 312020201 | OO TILAGUILT | 30000000 | 0.20 | 0.202 | 0/24/21 | 0/10/23 | 10240.81 | 01.27 | U | 10321.10 |

| | | | | | | | Maturity | | Amort. | Realized | Earned Income |
|--------------------|-----------|-------------|-----------|--------|------------------|-------------|----------|-----------------|-----------|-------------|---------------|
| Type of Investment | CUSIP | Issuer Name | Par Value | Coupon | YTM ¹ | Settle Date | Date | Earned Interest | Expense | Gain/(Loss) | /Net Earnings |
| U.S. Treasuries | 912828S35 | US TREASURY | 50000000 | 1.375 | 1.6093 | 1/9/20 | 6/30/23 | 56046.20 | 9334.33 | 0.00 | 65380.53 |
| U.S. Treasuries | 912828S35 | US TREASURY | 50000000 | 1.375 | 0.2422 | 6/24/21 | 6/30/23 | 56046.20 | -46413.25 | 0.00 | 9632.95 |
| U.S. Treasuries | 91282CCK5 | US TREASURY | 50000000 | 0.125 | 0.2602 | 6/30/21 | 6/30/23 | 5095.11 | 5538.31 | 0.00 | 10633.42 |
| U.S. Treasuries | 912828S92 | US TREASURY | 50000000 | 1.25 | 0.2011 | 4/1/21 | 7/31/23 | 50951.08 | -43033.01 | 0.00 | 7918.07 |
| U.S. Treasuries | 912828S92 | US TREASURY | 50000000 | 1.25 | 0.2027 | 4/1/21 | 7/31/23 | 50951.08 | -42964.15 | 0 | 7986.93 |
| U.S. Treasuries | 91282CAK7 | US TREASURY | 50000000 | 0.125 | 0.2333 | 8/10/21 | 9/15/23 | 5140.15 | 4436.6 | 0 | 9576.75 |
| U.S. Treasuries | 912828WE6 | US TREASURY | 50000000 | 2.75 | 1.7091 | 12/17/19 | 11/15/23 | 112092.39 | -41167.33 | 0.00 | 70925.06 |
| U.S. Treasuries | 91282CBA8 | US TREASURY | 50000000 | 0.125 | 0.2954 | 3/19/21 | 12/15/23 | 5122.95 | 6965.69 | 0 | 12088.64 |
| U.S. Treasuries | 91282CCC3 | US TREASURY | 50000000 | 0.25 | 0.4475 | 7/2/21 | 5/15/24 | 10190.22 | 8051.05 | 0 | 18241.27 |
| U.S. Treasuries | 912828XT2 | US TREASURY | 50000000 | 2 | 0.4283 | 7/6/21 | 5/31/24 | 81967.22 | -64066.19 | 0 | 17901.03 |
| U.S. Treasuries | 91282CCL3 | US TREASURY | 50000000 | 0.375 | 0.3763 | 8/6/21 | 7/15/24 | 15285.33 | 54.56 | 0.00 | 15339.89 |
| U.S. Treasuries | 91282CCL3 | US TREASURY | 50000000 | 0.375 | 0.4018 | 8/9/21 | 7/15/24 | 15285.33 | 1094.18 | 0.00 | 16379.51 |
| U.S. Treasuries | 912828Y87 | US TREASURY | 50000000 | 1.75 | 0.4154 | 3/30/21 | 7/31/24 | 71331.52 | -54411.92 | 0 | 16919.6 |
| U.S. Treasuries | 91282CCT6 | US TREASURY | 50000000 | 0.375 | 0.4439 | 8/25/21 | 8/15/24 | 15285.32 | 2805.59 | 0.00 | 18090.91 |
| U.S. Treasuries | 912828YM6 | US TREASURY | 50000000 | 1.5 | 0.5038 | 4/15/21 | 10/31/24 | 61141.31 | -40450.05 | 0 | 20691.26 |
| U.S. Treasuries | 912828G38 | US TREASURY | 50000000 | 2.25 | 0.5162 | 3/9/21 | 11/15/24 | 91711.96 | -70382.1 | 0.00 | 21329.86 |
| U.S. Treasuries | 912828G38 | US TREASURY | 50000000 | 2.25 | 0.4762 | 3/12/21 | 11/15/24 | 91711.96 | -72065.08 | 0 | 19646.88 |
| U.S. Treasuries | 912828YY0 | US TREASURY | 50000000 | 1.75 | 0.5625 | 3/15/21 | 12/31/24 | 71331.52 | -48159.24 | 0 | 23172.28 |
| U.S. Treasuries | 912828Z52 | US TREASURY | 50000000 | 1.375 | 0.5756 | 3/30/21 | 1/31/25 | 56046.19 | -32408.24 | 0.00 | 23637.95 |
| U.S. Treasuries | 912828Z52 | US TREASURY | 50000000 | 1.375 | 0.5707 | 4/15/21 | 1/31/25 | 56046.19 | -32613.1 | 0.00 | 23433.09 |
| U.S. Treasuries | 912828ZC7 | US TREASURY | 50000000 | 1.125 | 0.607 | 3/15/21 | 2/28/25 | 46616.02 | -20990.02 | 0 | 25626 |
| U.S. Treasuries | 912828ZC7 | US TREASURY | 50000000 | 1.125 | 0.6083 | 3/31/21 | 2/28/25 | 46616.02 | -20938.05 | 0.00 | 25677.97 |
| U.S. Treasuries | 912828ZF0 | US TREASURY | 50000000 | 0.5 | 0.613 | 4/15/21 | 3/31/25 | 20495.55 | 4578.91 | 0 | 25074.46 |
| U.S. Treasuries | 912828ZF0 | US TREASURY | 50000000 | 0.5 | 0.5822 | 4/19/21 | 3/31/25 | 20495.56 | 3331.96 | 0 | 23827.52 |
| U.S. Treasuries | 912828ZL7 | US TREASURY | 50000000 | 0.375 | 0.5722 | 5/18/21 | 4/30/25 | 15285.33 | 7999.29 | 0 | 23284.62 |
| U.S. Treasuries | 912828XB1 | US TREASURY | 50000000 | 2.125 | 0.5666 | 9/2/21 | 5/15/25 | 83729.62 | -61168.52 | 0 | 22561.1 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.6546 | 3/8/21 | 6/30/25 | 10190.21 | 16369.05 | 0 | 26559.26 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.7014 | 3/9/21 | 6/30/25 | 10190.21 | 18240.75 | 0 | 28430.96 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.6025 | 5/12/21 | 6/30/25 | 10190.21 | 14279.8 | 0 | 24470.01 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.6511 | 5/13/21 | 6/30/25 | 10190.21 | 16230.74 | 0.00 | 26420.95 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.6175 | 5/18/21 | 6/30/25 | 10190.21 | 14882.18 | 0 | 25072.39 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.6022 | 7/12/21 | 6/30/25 | 10190.22 | 14274.39 | 0 | 24464.61 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.5091 | 8/5/21 | 6/30/25 | 10190.21 | 10526.32 | 0.00 | 20716.53 |
| U.S. Treasuries | 912828ZW3 | US TREASURY | 50000000 | 0.25 | 0.5583 | 8/6/21 | 6/30/25 | 10190.22 | 12508.78 | 0 | 22699 |
| U.S. Treasuries | 91282CAB7 | US TREASURY | 50000000 | 0.25 | 0.5246 | 8/5/21 | 7/31/25 | 10190.21 | 11147.3 | 0.00 | 21337.51 |
| U.S. Treasuries | 91282CAB7 | US TREASURY | 50000000 | 0.25 | 0.5738 | 8/6/21 | 7/31/25 | 10190.22 | 13128.22 | 0.00 | 23318.44 |
| U.S. Treasuries | 91282CAM3 | US TREASURY | 50000000 | 0.25 | 0.6628 | 5/12/21 | 9/30/25 | 10247.78 | 16678.37 | 0.00 | 26926.15 |
| U.S. Treasuries | 91282CAM3 | US TREASURY | 50000000 | 0.25 | 0.5987 | 7/26/21 | 9/30/25 | 10247.78 | 14120.83 | 0.00 | 24368.61 |
| U.S. Treasuries | 91282CAT8 | US TREASURY | 50000000 | 0.25 | 0.5542 | 2/25/21 | 10/31/25 | 10190.21 | 12308.46 | 0 | 22498.67 |
| U.S. Treasuries | 91282CAT8 | US TREASURY | 50000000 | 0.25 | 0.6521 | 3/2/21 | 10/31/25 | 10190.21 | 16230.2 | 0 | 26420.41 |
| U.S. Treasuries | 91282CAT8 | US TREASURY | 50000000 | 0.25 | 0.6655 | 3/4/21 | 10/31/25 | 10190.21 | 16765.66 | 0.00 | 26955.87 |
| U.S. Treasuries | 91282CBC4 | US TREASURY | 50000000 | 0.375 | 0.6036 | 2/25/21 | 12/31/25 | 15285.33 | 9235.96 | 0 | 24521.29 |
| U.S. Treasuries | 91282CBC4 | US TREASURY | 50000000 | 0.375 | 0.6814 | 2/26/21 | 12/31/25 | 15285.33 | 12354.7 | 0 | 27640.03 |
| U.S. Treasuries | 91282CBW0 | | 50000000 | 0.75 | 0.8929 | 6/28/21 | 4/30/26 | 30570.66 | 5736.68 | 0 | 36307.34 |
| U.S. Treasuries | 91282CBW0 | | 50000000 | 0.75 | 0.8642 | 7/2/21 | 4/30/26 | 30570.65 | 4586.47 | 0 | 35157.12 |
| U.S. Treasuries | 912828R36 | US TREASURY | 50000000 | 1.625 | 0.6924 | 7/23/21 | 5/15/26 | 66236.41 | -37617.38 | 0 | 28619.03 |
| U.S. Treasuries | 912828R36 | US TREASURY | 50000000 | 1.625 | 0.8064 | 8/27/21 | 5/15/26 | 66236.42 | -32937.72 | 0.00 | 33298.7 |

| | | | | | | | Maturity | | Amort. | Realized | Earned Income |
|--------------------|------------|--------------------------|------------------|--------|------------------|-------------|----------|-----------------|----------------|-------------|---------------|
| Type of Investment | CUSIP | Issuer Name | Par Value | Coupon | YTM ¹ | Settle Date | | Earned Interest | Expense | Gain/(Loss) | /Net Earnings |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.9031 | 7/2/21 | 6/30/26 | 35665.76 | 1124.33 | 0.00 | 36790.09 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.846 | 7/14/21 | 6/30/26 | 35665.76 | -1164.11 | 0.00 | 34501.65 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.7322 | 7/14/21 | 6/30/26 | 35665.76 | -5748.94 | 0.00 | 29916.82 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.7322 | 7/22/21 | 6/30/26 | 35665.76 | -5456.62 | 0.00 | 30209.14 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.7393 | 8/6/21 | 6/30/26 | 35665.76 | -6812.46 | 0.00 | 28853.3 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.7746 | 8/10/21 | 6/30/26 | 35665.76 | -4037.55 | 0.00 | 31628.21 |
| U.S. Treasuries | 91282CCJ8 | US TREASURY | 50000000 | 0.875 | 0.7740 | 9/24/21 | 6/30/26 | 8322.01 | 251.44 | 0 | 8573.45 |
| U.S. Treasuries | | US TREASURY | 50000000 | 0.875 | 0.9018 | 9/28/21 | 8/31/26 | 3107.73 | 918.99 | 0 | 4026.72 |
| Subtotals | 9120200009 | | \$ 5,698,860,000 | 0.75 | 0.9191 | 9/20/21 | 0/31/20 | \$ 3,579,731 | \$ (1,645,760) | | |
| Oubtotais | | | Ψ 3,030,000,000 | | | | • | Ψ 3,373,731 | Ψ (1,043,700) | Ψ - | Ψ 1,555,571 |
| Federal Agencies | 313313LE6 | FED FARM CRD DISCOUNT NT | \$ - | 0.00 | 0.12 | 11/16/20 | 9/2/21 | \$ - | \$ 33 | \$ - | \$ 33 |
| Federal Agencies | 313313LV8 | FED FARM CRD DISCOUNT NT | - | 0.00 | 0.10 | 12/21/20 | 9/17/21 | _ | 444 | _ | 444 |
| Federal Agencies | 313313MK1 | FED FARM CRD DISCOUNT NT | 5,000,000 | 0.00 | 0.12 | 11/18/20 | 10/1/21 | - | 500 | - | 500 |
| Federal Agencies | 3135G0Q89 | FANNIE MAE | 25,000,000 | 1.38 | 1.38 | 10/21/16 | 10/7/21 | 28,646 | - | - | 28,646 |
| Federal Agencies | 3133EJK24 | FEDERAL FARM CREDIT BANK | 25,000,000 | 3.00 | 3.03 | 10/19/18 | 10/19/21 | 62,500 | 523 | - | 63,023 |
| Federal Agencies | 313313NF1 | FED FARM CRD DISCOUNT NT | 5,000,000 | 0.00 | 0.10 | 12/21/20 | 10/21/21 | , <u>-</u> | 417 | _ | 417 |
| Federal Agencies | 313313NF1 | FED FARM CRD DISCOUNT NT | 16,000,000 | 0.00 | 0.11 | 11/19/20 | 10/21/21 | - | 1,467 | - | 1,467 |
| Federal Agencies | 313313NK0 | FED FARM CRD DISCOUNT NT | 20,000,000 | 0.00 | 0.11 | 11/23/20 | 10/25/21 | - | 1,833 | - | 1,833 |
| Federal Agencies | 313313NK0 | FED FARM CRD DISCOUNT NT | 50,000,000 | 0.00 | 0.11 | 11/30/20 | 10/25/21 | - | 4,583 | - | 4,583 |
| Federal Agencies | 3133EGZJ7 | FEDERAL FARM CREDIT BANK | 14,500,000 | 1.38 | 1.38 | 10/25/16 | 10/25/21 | 16,615 | · - | - | 16,615 |
| Federal Agencies | 3133EGZJ7 | FEDERAL FARM CREDIT BANK | 15,000,000 | 1.38 | 1.38 | 10/25/16 | 10/25/21 | 17,188 | = | = | 17,188 |
| Federal Agencies | 3133ELWS9 | FEDERAL FARM CREDIT BANK | 50,000,000 | 0.40 | 0.41 | 4/15/20 | 10/25/21 | 16,667 | 409 | = | 17,076 |
| Federal Agencies | 3133ELWS9 | FEDERAL FARM CREDIT BANK | 50,000,000 | 0.40 | 0.41 | 4/15/20 | 10/25/21 | 16,667 | 409 | _ | 17,076 |
| Federal Agencies | 313313NM6 | FED FARM CRD DISCOUNT NT | 30,000,000 | 0.00 | 0.10 | 12/3/20 | 10/27/21 | - | 2,500 | _ | 2,500 |
| Federal Agencies | 313313NN4 | FED FARM CRD DISCOUNT NT | 50,000,000 | 0.00 | 0.10 | 11/24/20 | 10/28/21 | - | 4,167 | _ | 4,167 |
| Federal Agencies | 3133EJT74 | FEDERAL FARM CREDIT BANK | 50,000,000 | 3.05 | 3.09 | 11/15/18 | 11/15/21 | 127,083 | 1,369 | _ | 128,452 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | 17,000,000 | 1.63 | 1.71 | 11/8/19 | 11/19/21 | 23,021 | 1,175 | - | 24,196 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | 25,000,000 | 1.63 | 1.71 | 11/8/19 | 11/19/21 | 33,854 | 1,728 | = | 35,583 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | 25,000,000 | 1.63 | 1.71 | 11/8/19 | 11/19/21 | 33,854 | 1,728 | _ | 35,583 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | 45,000,000 | 1.63 | 1.71 | 11/8/19 | 11/19/21 | 60,938 | 3,111 | _ | 64,049 |
| Federal Agencies | 3130AHJY0 | FEDERAL HOME LOAN BANK | 50,000,000 | 1.63 | 1.71 | 11/8/19 | 11/19/21 | 67,708 | 3,457 | - | 71,165 |
| Federal Agencies | 313313QA9 | FED FARM CRD DISCOUNT NT | 15,000,000 | 0.00 | 0.10 | 12/22/20 | 12/3/21 | · <u>-</u> | 1,250 | = | 1,250 |
| Federal Agencies | 313313QL5 | FED FARM CRD DISCOUNT NT | 50,000,000 | 0.00 | 0.11 | 12/30/20 | 12/13/21 | - | 4,583 | _ | 4,583 |
| Federal Agencies | 3133EJ3B3 | FEDERAL FARM CREDIT BANK | 19,000,000 | 2.80 | 0.74 | 3/19/20 | 12/17/21 | 44,333 | (31,868) | - | 12,465 |
| Federal Agencies | 3133EJ3B3 | FEDERAL FARM CREDIT BANK | 25,000,000 | 2.80 | 2.84 | 12/17/18 | 12/17/21 | 58,333 | 705 | _ | 59,038 |
| Federal Agencies | 3133EJ3B3 | FEDERAL FARM CREDIT BANK | 25,000,000 | 2.80 | 2.84 | 12/17/18 | 12/17/21 | 58,333 | 705 | = | 59,038 |
| Federal Agencies | 3133EJ3B3 | FEDERAL FARM CREDIT BANK | 25,000,000 | 2.80 | 2.85 | 12/17/18 | 12/17/21 | 58,333 | 979 | = | 59,312 |
| Federal Agencies | 3130AHSR5 | FEDERAL HOME LOAN BANK | 22,500,000 | 1.63 | 1.68 | 12/20/19 | 12/20/21 | 30,469 | 997 | - | 31,466 |
| Federal Agencies | 3133EMLW0 | FEDERAL FARM CREDIT BANK | 62,500,000 | 0.09 | 0.11 | 1/20/21 | 12/29/21 | 4,688 | 834 | - | 5,522 |
| Federal Agencies | 313313RK6 | FED FARM CRD DISCOUNT NT | 50,000,000 | 0.00 | 0.06 | 3/30/21 | 1/5/22 | , <u>-</u> | 2,500 | _ | 2,500 |
| Federal Agencies | 3133ELTN4 | FEDERAL FARM CREDIT BANK | 50,000,000 | 0.53 | 0.99 | 3/18/20 | 1/18/22 | 22,083 | 5,075 | - | 27,158 |
| Federal Agencies | 3133ELTN4 | FEDERAL FARM CREDIT BANK | 63,450,000 | 0.53 | 0.67 | 3/23/20 | 1/18/22 | 28,024 | 7,231 | - | 35,255 |
| Federal Agencies | 3133ELKN3 | FEDERAL FARM CREDIT BANK | 100,000,000 | 1.55 | 1.55 | 1/28/20 | 1/28/22 | 129,167 | 328 | - | 129,495 |
| Federal Agencies | 3130AMEN8 | FEDERAL HOME LOAN BANK | 100,000,000 | 0.05 | 0.05 | 5/4/21 | 2/1/22 | 3,750 | 582 | _ | 4,332 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | 100,000,000 | 0.05 | 0.05 | 5/6/21 | 2/1/22 | 3,750 | 499 | _ | 4,249 |
| Federal Agencies | 3133EKAK2 | FEDERAL FARM CREDIT BANK | 20,700,000 | 2.53 | 2.56 | 2/19/19 | 2/14/22 | 43,643 | 478 | _ | 44,121 |
| Federal Agencies | 3133EKBV7 | FEDERAL FARM CREDIT BANK | 10,000,000 | 2.55 | 2.56 | 3/1/19 | 3/1/22 | 21,250 | 77 | _ | 21,327 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | 17,780,000 | 2.50 | 2.36 | 4/5/19 | 3/11/22 | 37,042 | (1,932) | _ | 35,109 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | 40,000,000 | 2.50 | 2.36 | 4/5/19 | 3/11/22 | 83,333 | (4,436) | _ | 78,897 |
| 3 | | | , , | | | | | , | (,) | | -, |

| Figure F | | | | | | | | Maturity | | Amort. | Realized | Earned Income |
|--|--------------------|-----------|--------------------------|-------------|--------|------------------|-------------|----------|-----------------|----------|-------------|---------------|
| Federal Agencies 3133ENCD? FEDERAL FARM CREDIT BANK | Type of Investment | CUSIP | Issuer Name | Par Value | Coupon | YTM ¹ | Settle Date | Date | Earned Interest | Expense | Gain/(Loss) | /Net Earnings |
| Federal Agencies 313/84/102 513/84/102 | | | | | | | | | | | | |
| Federal Agencies 3138LUQ5 FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.71 32,9520 32,5522 14,583 41 14,624 Federal Agencies 3138LUQ5 FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.71 32,5520 32,5522 14,583 288 - 14,748 - 14, | | | | | | | | | | | _ | |
| Federal Agencies 3138LUOS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.71 325200 325222 14,583 288 14,671 Federal Agencies 3138LUOS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.71 325200 325222 14,583 164 - 11,748 Federal Agencies 3138LUOS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.73 32520 325222 14,583 164 - 11,748 Federal Agencies 3138LUOS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.73 32520 325222 14,583 164 - 11,748 Federal Agencies 3138LUOS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.73 32520 325222 14,583 164 - 11,748 Federal Agencies 3138LUOS FEDERAL FARM CREDIT BANK 25,000,000 2.25 2.36 47,279 47,272 93,750 4,489 - 98,239 Federal Agencies 3138CHUOS FEDERAL FARM CREDIT BANK 50,000,000 2.25 2.36 47,279 47,272 93,750 4,489 - 98,239 Federal Agencies 3138CHUOS FEDERAL FARM CREDIT BANK 50,000,000 2.25 2.36 47,279 47,272 97,973 355 - 98,752 Federal Agencies 3138CHUOS FEDERAL FARM CREDIT BANK 50,000,000 2.25 2.36 47,279 47,272 97,973 355 - 98,752 Federal Agencies 3138CHUOS FEDERAL FARM CREDIT BANK 50,000,000 0.06 0.06 57,822 57,900 47,972 47,9 | | | | | | | | | | | _ | |
| Federal Agencies 3133EUDS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.71 3/25/20 3/25/22 14,583 164 14,748 Federal Agencies 3133EUDS FEDERAL FARM CREDIT BANK 25,000,000 1.88 181 6/6/17 4/6/22 14,583 688 15,272 Federal Agencies 313SEGV15 FANIE MAE 25,000,000 1.88 181 6/6/17 4/6/22 14,583 688 15,272 Federal Agencies 313SEGV15 FANIE MAE 25,000,000 1.88 181 6/6/17 4/6/22 14,583 688 15,272 Federal Agencies 313SEGV15 FANIE MAE 500,000,000 2.5 2.58 4/12/19 4/6/22 93,750 4,489 96,239 Federal Agencies 313SEGV15 FANIE MAE 500,000,000 2.5 2.58 4/12/19 4/12/22 93,750 4,489 96,239 Federal Agencies 313SEM5 FEDERAL FARM CREDIT BANK 50,000,000 2.5 2.58 4/12/19 4/12/22 93,750 4,489 98,239 Federal Agencies 313SEM5 FEDERAL FARM CREDIT BANK 50,000,000 2.5 2.58 4/12/19 4/12/22 93,750 4,489 98,239 Federal Agencies 313SEM5 FEDERAL FARM CREDIT BANK 50,000,000 2.5 2.58 4/12/19 4/12/22 93,750 4,489 98,239 Federal Agencies 313SEM5 FEDERAL FARM CREDIT BANK 50,000,000 2.5 2.58 4/12/19 4/12/22 93,750 4,489 98,239 Federal Agencies 313SEM5 FEDERAL FARM CREDIT BANK 50,000,000 0.68 0.67 5/6/22 5/6/2 | - U | 3133ELUQ5 | | | 0.70 | 0.71 | | | | 288 | _ | , |
| Federal Agencies 313SELUOS FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.73 3/25/22 39,633 (1,229) -3,7834 Federal Agencies 313SGOV59 FARMIC MAE 25,000,000 0.06 7/9/21 4/9/22 46,875 2,245 -3,500 Federal Agencies 313SGOV59 FARMIC MAE 25,000,000 2.25 2.36 4/17/19 4/12/22 46,875 2,245 -3,600 Federal Agencies 313SGOV59 FARMIC MAE 30,000,000 2.25 2.36 4/17/19 4/12/22 46,875 2,245 -3,600 Federal Agencies 313SGOV59 FARMIC MAE 30,000,000 2.25 2.36 4/17/19 4/12/22 4/17/22 4/17/22 Federal Agencies 313SGOV59 FARMIC MAE 30,000,000 2.25 2.36 4/17/19 4/12/22 4/17/22 Federal Agencies 313SGOV59 FARMIC MAE 30,000,000 2.25 2.37 4/17/19 4/12/22 4/17/22 Federal Agencies 313SGOV59 FARMIC MAE 30,000,000 2.25 2.37 4/17/19 4/12/22 4/17/22 4/17/22 Federal Agencies 313SGOV59 FARMIC MAE 30,000,000 2.25 2.37 4/17/19 4/12/22 4/17/22 4/1 | | | | -,, | | | | | | | _ | , |
| Federal Agencies 3135GOT45 FANNIE MAE 25,000.000 1,88 1,81 616/17 4/51/22 39,003 (1,229) 37,834 | • | 3133ELUQ5 | FEDERAL FARM CREDIT BANK | | 0.70 | 0.73 | | 3/25/22 | 14.583 | 688 | - | 15.272 |
| Federal Agencies 313313VG | | 3135G0T45 | FANNIE MAE | | 1.88 | 1.81 | 6/6/17 | 4/5/22 | 39,063 | (1,229) | - | 37,834 |
| Federal Agencies 3135GW59 FANNIE MAE 50,000,000 2.55 2.36 41/21/9 41/21/22 93,750 4.489 - 98,239 Federal Agencies 3135EW185 FEDERAL FARM CREDIT BANK 50,000,000 2.55 2.37 41/81/9 41/81/22 97,917 835 - 98,752 7.50 7 | | 313313VG0 | FED FARM CRD DISCOUNT NT | 10,000,000 | 0.00 | 0.06 | 7/9/21 | 4/8/22 | , - | | - | 500 |
| Federal Agencies 3135GMV59 FANNIE MAE 50,000,000 2.55 2.36 41/21/9 41/21/2 97.87 3.49 98.239 98.752 | Federal Agencies | 3135G0V59 | FANNIE MAE | 25,000,000 | 2.25 | 2.36 | 4/12/19 | 4/12/22 | 46,875 | 2,245 | - | 49,120 |
| Federal Agencies 3133EKHB5 FEDERAL FARM CREDIT BANK 19,550,000,000 2,35 2,37 4/18/19 4/18/12 97,917 835 - 93,752 Federal Agencies 3130AMEY4 FEDERAL FARM CREDIT BANK 19,550,000 0,06 0,07 4/28/12 5/68/22 500 7 - 507 Federal Agencies 3130AMEY4 FEDERAL HOME LOAN BANK 10,000,000 0,06 0,06 5/18/21 5/68/22 500 7 - 507 Federal Agencies 3130AMSW4 FEDERAL HOME LOAN BANK 10,000,000 0,06 0,06 5/18/21 5/68/22 - 2,292 - 2,292 Federal Agencies 3130AMSW6 FEDERAL HOME LOAN BANK 50,000,000 0,06 0,06 5/18/21 5/10/22 2,500 138 - 2,638 Federal Agencies 3130AMJ37 FEDERAL HOME LOAN BANK 50,000,000 0,06 0,06 5/17/21 5/10/22 1,500 21 - 1,521 Federal Agencies 3130AMJ37 FEDERAL HOME LOAN BANK 45,000,000 0,06 0,06 5/17/21 5/10/22 2,250 148 - 2,398 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 25,000,000 2.25 2.32 5/16/19 5/16/22 46,875 1,389 - 48,264 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 35,000,000 2.5 2.32 5/16/19 5/16/22 65,825 1,945 - 67,570 Federal Agencies 3133EKLT5 FEDERAL FARM CREDIT BANK 50,000,000 2.88 1.88 6/6/17 6/2/22 78,125 4/1 - 78,166 Federal Agencies 3133EKLT5 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 6/6/17 6/2/22 78,125 4/1 - 78,166 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 6/6/17 6/2/22 78,125 4/1 - 78,166 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 6/6/17 6/2/22 78,125 4/1 - 78,166 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 25,000,000 1.83 1.83 12/16/19 6/15/22 33,988 44 - 34,002 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 25,000,000 1.80 1.83 12/16/19 6/15/22 33,988 44 - 34,002 Federal Agencies 3133EKLR5 FEDERAL FARM CREDIT BANK 25,000,000 1.80 1.83 1.21/16/19 6/15/22 33,988 44 | Federal Agencies | 3135G0V59 | FANNIE MAE | 50,000,000 | 2.25 | 2.36 | 4/12/19 | 4/12/22 | 93,750 | 4,489 | - | 98,239 |
| Federal Agencies 3133EMXIVT FEDERAL FARM CREDIT BANK 19,550,000 0.06 0.07 4/28/21 4/27/22 978 135 . 1,113 | Federal Agencies | | | 50,000,000 | 2.25 | 2.36 | 4/12/19 | 4/12/22 | 93,750 | 4,489 | = | 98,239 |
| Federal Agencies 3133EMXIVT FEDERAL FARM CREDIT BANK 19,550,000 0.06 0.07 4/28/21 4/27/22 978 135 . 1,113 | Federal Agencies | 3133EKHB5 | FEDERAL FARM CREDIT BANK | 50,000,000 | 2.35 | 2.37 | 4/18/19 | 4/18/22 | 97,917 | 835 | - | 98,752 |
| Federal Agencies 3130AMEY4 FEDERAL HOME LOAN BANK 10,000,000 0.06 0.06 5/6/21 5/6/22 500 7 509 Federal Agencies 3130AMEY4 FEDERAL HOME LOAN BANK 10,000,000 0.06 5/6/21 5/6/22 500 9 509 Federal Agencies 3130AMM37 FEDERAL HOME LOAN BANK 50,000,000 0.00 0.06 5/6/21 5/6/22 | Federal Agencies | 3133EMXN7 | FEDERAL FARM CREDIT BANK | 19,550,000 | 0.06 | 0.07 | 4/28/21 | 4/27/22 | 978 | | - | 1,113 |
| Federal Agencies 313385WL6 FED HOME LIN DISCOUNT NT 50,000,000 0.00 0.06 56/6/21 5/6/22 2.50 138 - 2.638 Federal Agencies 3130AMJ37 FEDERAL HOME LOAN BANK 50,000,000 0.06 0.06 5/17/21 5/13/22 1,500 21 - 1,521 Federal Agencies 3130AMJ37 FEDERAL HOME LOAN BANK 45,000,000 0.06 0.06 5/17/21 5/13/22 1,500 21 - 1,521 Federal Agencies 3133EKLR5 FEDERAL HOME LOAN BANK 45,000,000 0.06 0.06 5/17/21 5/13/22 2,250 148 - 2,388 Federal Agencies 3133EKLR5 FEDERAL FERM CREDIT BANK 45,000,000 2.25 2.32 5/16/19 5/16/22 48,875 1,389 - 48,284 Federal Agencies 3133EKLR5 FEDERAL FERM CREDIT BANK 35,000,000 2.25 2.32 5/16/19 5/16/22 48,875 1,389 - 48,284 Federal Agencies 3133EHLY7 FEDERAL FERM CREDIT BANK 50,000,000 1.88 1.88 6/6/17 6/2/22 78,125 (976) - 77,149 Federal Agencies 3133EHLY7 FEDERAL FERM CREDIT BANK 50,000,000 1.88 1.88 1.88 6/6/17 6/2/22 78,125 (976) - 77,149 Federal Agencies 3133EHLY7 FEDERAL FERM CREDIT BANK 50,000,000 1.88 1.88 1.89 1.89 Federal Agencies 3133EHLY7 FEDERAL FERM CREDIT BANK 50,000,000 1.88 1.88 1.89 Federal Agencies 3133EHLY7 FEDERAL FERM CREDIT BANK 50,000,000 1.83 1.83 1.21/6/19 6/15/22 2,937 1,021 - 3,988 Federal Agencies 3133EHLY7 FEDERAL FERM CREDIT BANK 25,000,000 1.83 1.83 1.21/6/19 6/15/22 2,937 1,021 - 3,988 Federal Agencies 313SEHMF4 FEDERAL FARM CREDIT BANK 25,000,000 1.83 1.83 1.21/6/19 6/15/22 33,988 44 - 34,002 Federal Agencies 313SEHMF4 FEDERAL FARM CREDIT BANK 25,000,000 1.83 1.83 1.21/6/19 6/15/22 33,988 44 - 34,002 Federal Agencies 313SEMF44 FEDERAL FARM CREDIT BANK 25,000,000 1.83 1.83 1.21/6/19 6/15/22 33,988 44 - 34,002 Federal Agencies 313SEMF44 FEDERAL FARM CREDIT BANK 25,000,000 1.83 1.83 1.21/6/19 6/15/22 33,988 44 - 34,002 Federal Agencies | Federal Agencies | | | 10,000,000 | 0.06 | 0.06 | 5/6/21 | 5/6/22 | 500 | | - | 507 |
| Federal Agencies 3130AMGMB FEDERAL HOME LOAN BANK 50,000,000 0.06 0.06 5/11/21 5/10/22 2,500 138 - 2,638 | Federal Agencies | 3130AMEY4 | FEDERAL HOME LOAN BANK | 10,000,000 | 0.06 | 0.06 | 5/18/21 | 5/6/22 | 500 | 9 | - | 509 |
| Federal Agencies 3130AMGMB FEDERAL HOME LOAN BANK 50,000,000 0.66 0.06 5/11/21 5/10/22 2,500 138 - 2,638 | Federal Agencies | 313385WL6 | FED HOME LN DISCOUNT NT | 50,000,000 | 0.00 | 0.06 | 5/6/21 | 5/6/22 | - | 2,292 | - | 2,292 |
| Federal Agencies 3130AMJ37 FEDERAL HOME LOAN BANK 45,000,000 0.66 513/21 5/13/22 2.25 148 - 2.388 Federal Agencies 3133EALR5 FEDERAL FARM CREDIT BANK 25,000,000 2.25 2.32 5/16/19 5/16/22 66,625 1,945 - 67,570 67 | Federal Agencies | 3130AMGM8 | FEDERAL HOME LOAN BANK | 50,000,000 | 0.06 | 0.06 | 5/11/21 | 5/10/22 | 2,500 | | - | 2,638 |
| Federal Agencies 3130AM.337 FEDERAL HOME LOAN BANK 45,000,000 0.06 5113/21 5/13/22 2,250 148 - 2,388 Federal Agencies 3133EALR.F FEDERAL FARM CREDIT BANK 25,000,000 2.25 2.32 5/16/19 5/16/22 65,625 1,348 - 67,570 | Federal Agencies | 3130AMJ37 | FEDERAL HOME LOAN BANK | 30,000,000 | 0.06 | 0.06 | 5/17/21 | 5/13/22 | 1,500 | 21 | - | 1,521 |
| Federal Agencies 3135EHLZF FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.85 66/6/17 66/2/2 78,125 (976) 77,149 Federal Agencies 3135EHLZF FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.85 66/6/17 66/2/2 78,125 (976) 77,149 Federal Agencies 3135EHLZF FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 66/6/17 66/2/2 78,125 41 - 78,166 Federal Agencies 3135EHEZF FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 66/6/17 66/2/2 2.937 1.021 - 3.958 Federal Agencies 3135EHEZF FEDERAL FARM CREDIT BANK 20,000,000 1.63 1.63 1.21/6/19 6/15/22 2.937 1.021 - 3.958 Federal Agencies 3135ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3135ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3135ELVL5 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3135ELVL5 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3135ELVL5 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3135ELVL5 FEDERAL FARM CREDIT BANK 25,000,000 0.70 0.71 4/3/20 10/3/22 23,333 329 - 2,3.662 Federal Agencies 3135EMW44 FEDERAL FARM CREDIT BANK 50,000,000 0.14 0.15 5/18/21 11/19/22 4.583 411 - 4.995 Federal Agencies 3135EMW44 FEDERAL FARM CREDIT BANK 50,000,000 0.15 0.15 5/18/21 11/19/23 7.000 6/19 - 7.619 Federal Agencies 3135EMW44 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.16 3/31/21 4/13/23 2.603 1.085 - 3.960 Federal Agencies 3135EMW44 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 2.603 1.085 - 3.960 Federal Agencies 3135EMW44 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 | | 3130AMJ37 | FEDERAL HOME LOAN BANK | 45,000,000 | 0.06 | 0.06 | 5/13/21 | 5/13/22 | 2,250 | 148 | - | 2,398 |
| Federal Agencies 3133EHLV7 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.85 6/6/17 6/2/22 78,125 41 - 78,146 Federal Agencies 3133EHLV7 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 6/6/17 6/2/22 78,125 41 - 78,146 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 50,000,000 1.68 1.63 12/16/19 6/15/22 2,937 1,021 - 3,958 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.85 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.85 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.85 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 25,000,000 1.85 0.69 3/18/20 9/20/22 38,542 (25,540) - 15,000 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 40,000,000 0.70 0.71 4/3/20 9/20/22 33,333 329 - 23,662 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 40,000,000 0.71 0.71 7/14/21 12/14/22 4.583 411 - 4,995 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 60,000,000 0.16 0.74 3/25/20 1/23/33 1.3520 (7,083) - 6,437 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,186 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,186 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 5/10/21 5/10/23 1,302 6.66 - 3,960 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.1 | Federal Agencies | 3133EKLR5 | FEDERAL FARM CREDIT BANK | 25,000,000 | 2.25 | 2.32 | 5/16/19 | 5/16/22 | 46,875 | 1,389 | - | 48,264 |
| Federal Agencies 3133EHLY7 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.85 6/6/17 6/2/22 78,125 41 - 78,146 Federal Agencies 3133EHLY7 FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 6/9/17 6/2/22 78,125 41 - 78,146 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 50,000,000 1.63 1.63 12/16/19 6/15/22 27,167 35 - 27,200 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 27,167 35 - 27,200 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,000 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.85 0.69 3/18/20 9/20/2 38,542 (25,540) - 15,000 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 40,000,000 0.18 0.18 0.18 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 40,000,000 0.11 0.12 7/14/21 12/14/22 4,563 411 - 4,995 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133ELMF4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 60,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1.864 - 8,634 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 60,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 5/10/21 5/10/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXF4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 5/10/21 5/10/23 1,302 668 - 1,96 | Federal Agencies | 3133EKLR5 | FEDERAL FARM CREDIT BANK | 35,000,000 | 2.25 | 2.32 | 5/16/19 | 5/16/22 | 65,625 | 1,945 | - | 67,570 |
| Federal Agencies 3133EHLY FEDERAL FARM CREDIT BANK 50,000,000 1.88 1.88 6/9/17 6/2/22 78,125 41 - 78,186 Federal Agencies 3133EHDK7 FEDERAL FARM CREDIT BANK 58,735 00 0.06 0.08 77/21 6/9/22 2.937 1.021 - 3,958 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 20,000,000 1.63 1.63 1.2/16/19 6/15/22 27,167 35 - 27,202 7.021 - 3,958 7.022 | Federal Agencies | 3133EHLY7 | FEDERAL FARM CREDIT BANK | 50,000,000 | 1.88 | 1.85 | 6/6/17 | 6/2/22 | 78,125 | | - | 77,149 |
| Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 1.63 | Federal Agencies | 3133EHLY7 | FEDERAL FARM CREDIT BANK | 50,000,000 | 1.88 | 1.88 | 6/9/17 | 6/2/22 | 78,125 | | - | 78,166 |
| Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELV5 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 7.002 | Federal Agencies | 3133EMF64 | FEDERAL FARM CREDIT BANK | 58,735,000 | 0.06 | 0.08 | 7/7/21 | 6/9/22 | 2,937 | 1,021 | - | 3,958 |
| Federal Agencies 3133ELDK7 FEDERAL FARM CREDIT BANK 25,000,000 1.63 1.63 12/16/19 6/15/22 33,958 44 - 34,002 Federal Agencies 3133ELY21 FEDERAL FARM CREDIT BANK 25,000,000 1.85 0.69 3/18/20 10/3/22 33,542 (23,540) - 15,002 15,002 Federal Agencies 3133ELYL5 FEDERAL FARM CREDIT BANK 40,000,000 0.70 0.71 4/3/20 10/3/22 23,333 329 - 23,662 Federal Agencies 3133EMS45 FEDERAL FARM CREDIT BANK 50,000,000 0.11 0.12 7/14/21 12/14/22 4,583 411 - 4,995 Federal Agencies 3133EMWK4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EMWK4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EMWH3 FEDERAL FARM CREDIT BANK 60,000,000 0.16 0.74 3/25/20 1/23/23 13,520 (7,083) - 6,437 Federal Agencies 3133EMWH4 FEDERAL FARM CREDIT BANK 65,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1,864 - 8,634 Federal Agencies 3133EMWP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMWP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 6,205 Federal Agencies 3133EMWP4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMWY4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 5/10/21 5/10/23 1,302 668 - 1,960 Federal Agencies 3133EMWY4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 1,302 668 - 1,960 Federal Agencies 3133EMWY4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 1,302 668 - 1,960 Federal Agencies 3133EMWY4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 1,302 668 - 1,960 Federal Agencies 3133EMWY4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 | Federal Agencies | 3133ELDK7 | FEDERAL FARM CREDIT BANK | 20,000,000 | 1.63 | 1.63 | 12/16/19 | 6/15/22 | 27,167 | 35 | - | 27,202 |
| Federal Agencies 3133EHZP1 FEDERAL FARM CREDIT BANK 25,000,000 1.85 0.69 3/18/20 9/20/22 38,542 (23,540) - 15,002 Federal Agencies 3133EMS45 FEDERAL FARM CREDIT BANK 40,000,000 0.70 0.71 4/3/20 10/3/22 23,333 329 - 23,662 Federal Agencies 3133EMS45 FEDERAL FARM CREDIT BANK 50,000,000 0.11 0.12 7/14/21 12/14/22 4,583 411 - 4,995 Federal Agencies 3133EMWK4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EMMF4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EMMF4 FEDERAL FARM CREDIT BANK 65,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1,864 - 8,634 Federal Agencies 3133EMMF4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,603 1,085 - 3,960 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVF4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMYF4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMYF4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYF4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYF4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYF4 FEDERAL FARM CREDIT BANK 45,000,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMF5 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 5/10/21 5/10/23 1,563 569 - 2,131 7,561 7,561 7,561 7,561 7,561 7,561 7,561 7,561 7,561 7,561 7,561 7,5 | Federal Agencies | 3133ELDK7 | FEDERAL FARM CREDIT BANK | 25,000,000 | 1.63 | 1.63 | 12/16/19 | 6/15/22 | 33,958 | 44 | - | 34,002 |
| Federal Agencies 3133ELVL5 FEDERAL FARM CREDIT BANK 40,000,000 0.70 0.71 4/3/20 10/3/22 23,333 329 - 23,662 - 24,695 | Federal Agencies | 3133ELDK7 | | 25,000,000 | 1.63 | 1.63 | 12/16/19 | 6/15/22 | 33,958 | 44 | - | 34,002 |
| Federal Agencies 3133EMS45 FEDERAL FARM CREDIT BANK 50,000,000 0.11 0.12 7/14/21 12/14/22 4,583 411 - 4,995 Federal Agencies 3133EMWK4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EJH8 FEDERAL FARM CREDIT BANK 10,140,000 1.60 0.74 3/25/20 1/23/23 31,520 (7,083) - 6,437 Federal Agencies 3133EMH94 FEDERAL FARM CREDIT BANK 65,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1,864 - 8,634 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,168 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 4/27/23 4,635 1,569 - 6,205 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 11,758 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/28/23 5,208 3,833 - 10,871 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,20 | Federal Agencies | 3133EHZP1 | FEDERAL FARM CREDIT BANK | 25,000,000 | 1.85 | 0.69 | 3/18/20 | 9/20/22 | 38,542 | (23,540) | = | 15,002 |
| Federal Agencies 3133EMS45 FEDERAL FARM CREDIT BANK 50,000,000 0.11 0.12 7/14/21 12/14/22 4,583 411 - 4,995 Federal Agencies 3133EMWK4 FEDERAL FARM CREDIT BANK 60,000,000 0.14 0.15 5/18/21 1/19/23 7,000 619 - 7,619 Federal Agencies 3133EJH8 FEDERAL FARM CREDIT BANK 10,140,000 1.60 0.74 3/25/20 1/23/23 13,520 7,003 - 6,437 Federal Agencies 3133EMUH3 FEDERAL FARM CREDIT BANK 65,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1,864 - 8,634 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,168 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,960 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXP4 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 5/10/23 4,635 1,569 - 6,205 Federal Agencies 3133EMY44 FEDERAL FARM CREDIT BANK 4,500,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMY44 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMY44 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMY45 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMY45 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.16 6/2/23 10,417 2,548 - 11,758 Federal Agencies 3133EMY45 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/28/23 10,417 2,548 - 12,965 Federal Agencies 3133EMS47 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14 | Federal Agencies | 3133ELVL5 | | 40,000,000 | 0.70 | 0.71 | 4/3/20 | 10/3/22 | 23,333 | 329 | - | 23,662 |
| Federal Agencies 3133ELJH8 FEDERAL FARM CREDIT BANK 10,140,000 1.60 0.74 3/25/20 1/23/23 13,520 (7,083) - 6,437 Federal Agencies 3133EMUP4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1,864 - 8,634 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,168 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 5,204 7,921 7, | | 3133EMS45 | FEDERAL FARM CREDIT BANK | 50,000,000 | 0.11 | 0.12 | | | 4,583 | | = | 4,995 |
| Federal Agencies 3133EMUH3 FEDERAL FARM CREDIT BANK 65,000,000 0.13 0.16 3/31/21 3/23/23 6,771 1,864 - 8,634 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,168 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,960 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 4/27/23 4,635 1,569 - 6,205 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 12,500,000 0.13 0.19 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYX4 <t< td=""><td>Federal Agencies</td><td>3133EMWK4</td><td>FEDERAL FARM CREDIT BANK</td><td>60,000,000</td><td>0.14</td><td>0.15</td><td>5/18/21</td><td></td><td>7,000</td><td>619</td><td>=</td><td>7,619</td></t<> | Federal Agencies | 3133EMWK4 | FEDERAL FARM CREDIT BANK | 60,000,000 | 0.14 | 0.15 | 5/18/21 | | 7,000 | 619 | = | 7,619 |
| Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 20,000,000 0.13 0.19 4/13/21 4/13/23 2,083 1,085 - 3,168 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXM9 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 4/27/23 4,635 1,569 - 6,205 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 12,500,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMS47 FEDERAL FARM CREDIT BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EM541 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EM541 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EM545 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/26/23 8,333 902 - 9,235 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 3,812 - 9,020 Federal Agencies 3133EM547 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 3,812 - 9,020 Federal Agencies 3133EM547 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27 | Federal Agencies | 3133ELJH8 | FEDERAL FARM CREDIT BANK | 10,140,000 | 1.60 | 0.74 | 3/25/20 | | 13,520 | (7,083) | - | 6,437 |
| Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 4/13/21 4/13/23 2,604 1,356 - 3,960 Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXM9 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 4/27/23 4,635 1,569 - 6,205 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 12,500,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/4/23 5,208 5,663 - 10,871 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 6,667 1,233 - 7,900 Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 944 274 | Federal Agencies | 3133EMUH3 | FEDERAL FARM CREDIT BANK | 65,000,000 | 0.13 | 0.16 | 3/31/21 | 3/23/23 | 6,771 | 1,864 | - | 8,634 |
| Federal Agencies 3133EMVP4 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.19 4/13/21 4/13/23 5,208 2,712 - 7,921 Federal Agencies 3133EMXM9 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 4/27/23 4,635 1,569 - 6,205 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 12,500,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMYX4 FEDERAL HOME LOAN BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133E | Federal Agencies | 3133EMVP4 | FEDERAL FARM CREDIT BANK | 20,000,000 | 0.13 | 0.19 | | | | | - | 3,168 |
| Federal Agencies 3133EMXM9 FEDERAL FARM CREDIT BANK 44,500,000 0.13 0.17 5/5/21 4/27/23 4,635 1,569 - 6,205 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 12,500,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3133EMYX4 FEDERAL HOME LOAN BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EMF31 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133 | Federal Agencies | 3133EMVP4 | FEDERAL FARM CREDIT BANK | 25,000,000 | 0.13 | 0.19 | | | 2,604 | | - | 3,960 |
| Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 12,500,000 0.13 0.19 5/10/21 5/10/23 1,302 658 - 1,960 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3130AMRY0 FEDERAL HOME LOAN BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EMF31 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EMS94 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/28/23 10,417 2,548 - 10,871 Federal Agencies 3 | | 3133EMVP4 | FEDERAL FARM CREDIT BANK | 50,000,000 | 0.13 | 0.19 | | | | | - | 7,921 |
| Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 25,000,000 0.13 0.19 5/10/21 5/10/23 2,604 1,315 - 3,919 Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3130AMRY0 FEDERAL HOME LOAN BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EMF31 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EM969 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/14/23 5,208 5,663 - 10,871 Federal Agencies 3133EMS97 FEDERAL FARM CREDIT BANK 50,000,000 0.20 0.22 8/26/21 6/26/23 8,333 902 - 9,235 Federal Agencies 31 | Federal Agencies | 3133EMXM9 | FEDERAL FARM CREDIT BANK | 44,500,000 | 0.13 | 0.17 | | | | | - | 6,205 |
| Federal Agencies 3133EMYX4 FEDERAL FARM CREDIT BANK 75,000,000 0.13 0.19 5/10/21 5/10/23 7,813 3,945 - 11,758 Federal Agencies 3130AMRY0 FEDERAL HOME LOAN BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EMF31 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EMH96 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/14/23 5,208 5,663 - 10,871 Federal Agencies 3133EMS97 FEDERAL FARM CREDIT BANK 50,000,000 0.20 0.22 8/26/21 6/26/23 8,333 902 - 9,235 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 31 | Federal Agencies | 3133EMYX4 | FEDERAL FARM CREDIT BANK | 12,500,000 | | 0.19 | | | | | - | 1,960 |
| Federal Agencies 3130AMRY0 FEDERAL HOME LOAN BANK 15,000,000 0.13 0.17 6/4/21 6/2/23 1,563 569 - 2,131 Federal Agencies 3133EMF31 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EMH96 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/14/23 5,208 5,663 - 10,871 Federal Agencies 3133EMS39 FEDERAL FARM CREDIT BANK 50,000,000 0.20 0.22 8/26/21 6/26/23 8,333 902 - 9,235 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 3,812 - 9,020 Federal Agencies 313 | Federal Agencies | 3133EMYX4 | FEDERAL FARM CREDIT BANK | 25,000,000 | 0.13 | 0.19 | 5/10/21 | 5/10/23 | 2,604 | | - | 3,919 |
| Federal Agencies 3133EMF31 FEDERAL FARM CREDIT BANK 100,000,000 0.13 0.16 6/2/21 6/2/23 10,417 2,548 - 12,965 Federal Agencies 3133EMH96 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/14/23 5,208 5,663 - 10,871 Federal Agencies 3133EMS93 FEDERAL FARM CREDIT BANK 50,000,000 0.20 0.22 8/26/21 6/26/23 8,333 902 - 9,235 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 5,208 3,812 - 9,920 Federal Agencies < | Federal Agencies | 3133EMYX4 | FEDERAL FARM CREDIT BANK | 75,000,000 | | 0.19 | | | , | | - | 11,758 |
| Federal Agencies 3133EMH96 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.26 6/28/21 6/14/23 5,208 5,663 - 10,871 Federal Agencies 3133EM3S9 FEDERAL FARM CREDIT BANK 50,000,000 0.20 0.22 8/26/21 6/26/23 8,333 902 - 9,235 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EM2E1 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 6,667 1,233 - 7,900 Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 9/4 274 - 1,218 | Federal Agencies | 3130AMRY0 | FEDERAL HOME LOAN BANK | 15,000,000 | 0.13 | 0.17 | | | 1,563 | | - | 2,131 |
| Federal Agencies 3133EM3S9 FEDERAL FARM CREDIT BANK 50,000,000 0.20 0.22 8/26/21 6/26/23 8,333 902 - 9,235 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 3,812 - 9,020 Federal Agencies 3133EM2E1 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 6,667 1,233 - 7,900 Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 9/4 274 - 1,218 | Federal Agencies | 3133EMF31 | | 100,000,000 | | | | | | | - | 12,965 |
| Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.20 7/14/21 7/14/23 5,208 2,968 - 8,176 Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 3,812 - 9,020 Federal Agencies 3133EM2E1 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 6,667 1,233 - 7,900 Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 9/4 274 - 1,218 | Federal Agencies | 3133EMH96 | FEDERAL FARM CREDIT BANK | 50,000,000 | 0.13 | 0.26 | 6/28/21 | 6/14/23 | | | - | 10,871 |
| Federal Agencies 3133EMS37 FEDERAL FARM CREDIT BANK 50,000,000 0.13 0.22 7/14/21 7/14/23 5,208 3,812 - 9,020 Federal Agencies 3133EM2E1 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 6,667 1,233 - 7,900 Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 944 274 - 1,218 | Federal Agencies | | | 50,000,000 | | | | | , | | - | |
| Federal Agencies 3133EM2E1 FEDERAL FARM CREDIT BANK 50,000,000 0.16 0.19 8/10/21 8/10/23 6,667 1,233 - 7,900 Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 944 274 - 1,218 | · · | | | | | | | | | | - | |
| Federal Agencies 3133EM6N7 FEDERAL FARM CREDIT BANK 50,000,000 0.17 0.22 9/27/21 9/27/23 944 274 - 1,218 | | | | | | | | | | | - | |
| $oldsymbol{\circ}$ | | | | , , | | | | | | | - | |
| Federal Agencies 3133ELNE0 FEDERAL FARM CREDIT BANK 20,495,000 1.43 0.85 3/18/20 2/14/24 24,423 (9,572) - 14,852 | • | | | , , | | | | | | | - | , |
| | Federal Agencies | 3133ELNE0 | FEDERAL FARM CREDIT BANK | 20,495,000 | 1.43 | 0.85 | 3/18/20 | 2/14/24 | 24,423 | (9,572) | - | 14,852 |

| | | | | | | | | Maturity | | Amort. | Realized | Earned Income |
|--|-----------|--------------------------|----|---------------|--------|------------------|-------------|------------|----------------|----------|---------------------|---------------|
| Type of Investment | CUSIP | Issuer Name | | Par Value | Coupon | YTM ¹ | Settle Date | | arned Interest | Expense | Gain/(Loss) | /Net Earnings |
| Federal Agencies | 3133EMRZ7 | FEDERAL FARM CREDIT BANK | | 5,000,000 | 0.25 | 0.26 | 2/26/21 | 2/26/24 | 1,042 | 49 | <u>Guill/(E033)</u> | 1,091 |
| Federal Agencies | 3133EMRZ7 | FEDERAL FARM CREDIT BANK | | 5.000.000 | 0.25 | 0.26 | 2/26/21 | 2/26/24 | 1.042 | 49 | _ | 1.091 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 100,000,000 | 0.25 | 0.26 | 2/26/21 | 2/26/24 | 20,833 | 986 | _ | 21,820 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 50,000,000 | 0.30 | 0.34 | 3/18/21 | 3/18/24 | 12,500 | 1,656 | _ | 14,156 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 50,000,000 | 0.30 | 0.34 | 3/18/21 | 3/18/24 | 12,500 | 1,657 | _ | 14,157 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 16,545,000 | 0.35 | 0.34 | 5/4/21 | 4/22/24 | 4,826 | (128) | _ | 4,697 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 29,424,000 | 0.35 | 0.34 | 5/4/21 | 4/22/24 | 8.582 | (228) | _ | 8,354 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 39,000,000 | 0.35 | 0.34 | 5/4/21 | 4/22/24 | 11,375 | (302) | _ | 11,073 |
| Federal Agencies | 3133EMV25 | FEDERAL FARM CREDIT BANK | | 50,000,000 | 0.45 | 0.39 | 8/6/21 | 7/23/24 | 18,750 | (2,551) | _ | 16,199 |
| Federal Agencies | 3133EM5X6 | FEDERAL FARM CREDIT BANK | | 25,000,000 | 0.43 | 0.46 | 9/23/21 | 9/23/24 | 2,389 | 184 | _ | 2,573 |
| Federal Agencies | 3133EM5X6 | FEDERAL FARM CREDIT BANK | | 50,000,000 | 0.43 | 0.46 | 9/23/21 | 9/23/24 | 4,778 | 369 | | 5,146 |
| Federal Agencies | 3133EM5X6 | FEDERAL FARM CREDIT BANK | | 50,000,000 | 0.43 | 0.46 | 9/23/21 | 9/23/24 | 4.778 | 369 | | 5,146 |
| Federal Agencies | 3133ELCP7 | FEDERAL FARM CREDIT BANK | | 25.000.000 | 1.63 | 1.66 | 12/3/19 | 12/3/24 | 33.854 | 657 | - | 34,511 |
| · · | | FANNIE MAE | | -,, | | 0.53 | 4/21/21 | 1/7/25 | 52,894 | (34,765) | - | |
| Federal Agencies | 3135G0X24 | FREDDIE MAC | | 39,060,000 | 1.63 | | | 2/12/25 | 6,250 | | - | 18,128 |
| Federal Agencies | 3137EAEP0 | | | 5,000,000 | 1.50 | 1.52 | 2/14/20 | | | 63 | - | 6,313 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | | 5,000,000 | 1.50 | 1.52 | 2/14/20 | 2/12/25 | 6,250 | 63 | - | 6,313 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | | 5,000,000 | 1.50 | 1.52 | 2/14/20 | 2/12/25 | 6,250 | 63 | - | 6,313 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | | 15,000,000 | 1.50 | 1.52 | 2/14/20 | 2/12/25 | 18,750 | 190 | - | 18,940 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | | 50,000,000 | 1.50 | 1.52 | 2/14/20 | 2/12/25 | 62,500 | 633 | - | 63,133 |
| Federal Agencies | 3137EAEP0 | FREDDIE MAC | | 53,532,000 | 1.50 | 0.55 | 4/21/21 | 2/12/25 | 66,915 | (41,308) | - | 25,607 |
| Federal Agencies | 3133ELQY3 | FEDERAL FARM CREDIT BANK | | 16,000,000 | 1.21 | 1.22 | 3/23/20 | 3/3/25 | 16,133 | 154 | - | 16,287 |
| Federal Agencies | 3133ELQY3 | FEDERAL FARM CREDIT BANK | | 24,000,000 | 1.21 | 1.24 | 3/23/20 | 3/3/25 | 24,200 | 594 | - | 24,794 |
| Federal Agencies | | FEDERAL FARM CREDIT BANK | | 50,000,000 | 0.60 | 0.61 | 4/21/21 | 4/21/25 | 25,000 | 544 | - | 25,544 |
| Federal Agencies | 3135G03U5 | FANNIE MAE | | 50,000,000 | 0.63 | 0.57 | 7/12/21 | 4/22/25 | 26,042 | (2,348) | - | 23,694 |
| Federal Agencies | 3130AN4A5 | FEDERAL HOME LOAN BANK | | 17,680,000 | 0.70 | 0.62 | 7/12/21 | 6/30/25 | 10,313 | (1,131) | - | 9,182 |
| Federal Agencies | 3135G05X7 | FANNIE MAE | | 25,000,000 | 0.38 | 0.66 | 3/4/21 | 8/25/25 | 7,813 | 5,794 | - | 13,606 |
| Federal Agencies | 3135G05X7 | FANNIE MAE | | 72,500,000 | 0.38 | 0.57 | 2/25/21 | 8/25/25 | 22,656 | 11,657 | - | 34,313 |
| Federal Agencies | 3137EAEX3 | FREDDIE MAC | | 22,600,000 | 0.38 | 0.68 | 3/4/21 | 9/23/25 | 7,063 | 5,492 | - | 12,555 |
| Federal Agencies | 3133EMZ21 | FEDERAL FARM CREDIT BANK | | 15,500,000 | 0.69 | 0.75 | 8/9/21 | 4/6/26 | 8,913 | 738 | _ | 9,651 |
| Federal Agencies | 3130ANNM8 | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 8/19/21 | 7/13/26 | 21,875 | - | _ | 21,875 |
| Federal Agencies | 3130ANNM8 | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 8/19/21 | 7/13/26 | 21,875 | _ | _ | 21,875 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 8/19/21 | 7/13/26 | 21,875 | _ | _ | 21,875 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 8/19/21 | 7/13/26 | 21,875 | _ | _ | 21,875 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.07 | 1.07 | 8/20/21 | 7/27/26 | 22,292 | _ | _ | 22,292 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.07 | 1.07 | 8/20/21 | 7/27/26 | 22,292 | _ | _ | 22,292 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.07 | 1.07 | 8/20/21 | 7/27/26 | 22,292 | _ | _ | 22,292 |
| Federal Agencies | | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.07 | 1.07 | 8/20/21 | 7/27/26 | 22,292 | _ | _ | 22,292 |
| Federal Agencies | 3130ANTG5 | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 9/13/21 | 8/10/26 | 13,125 | _ | _ | 13,125 |
| Federal Agencies | 3130ANTG5 | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 9/13/21 | 8/10/26 | 13,125 | _ | _ | 13,125 |
| Federal Agencies | 3130ANTG5 | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 9/13/21 | 8/10/26 | 13,125 | _ | _ | 13,125 |
| Federal Agencies | 3130ANTG5 | FEDERAL HOME LOAN BANK | | 25,000,000 | 1.05 | 1.05 | 9/13/21 | 8/10/26 | 13,125 | _ | - | 13,125 |
| Subtotals | 3130AN1G3 | FEDERAL HOWE LOAN BANK | ¢ | 4,446,836,000 | 1.00 | 1.00 | 9/13/21 | \$ | 3,005,751 \$ | (25,964) | \$ - | |
| Subtotals | | | Ψ | 4,440,030,000 | | | | Ψ | 3,005,751 p | (25,364) | т | \$ 2,919,101 |
| Public Time Deposits | PPE52B4L6 | BANK OF SAN FRANCISCO | \$ | - | 0.10 | 0.10 | 3/22/21 | 9/20/21 \$ | 528 \$ | _ | \$ - | \$ 528 |
| Public Time Deposits | PPE62M5Z8 | | Ψ | - | 1.54 | 1.54 | 3/22/21 | 9/20/21 ¢ | 8,006 | _ | Ψ <u>-</u> | 8,006 |
| Public Time Deposits | PPE82MHI9 | BANK OF SAN FRANCISCO | | 10,000,000 | 0.07 | 0.07 | 6/7/21 | 12/6/21 | 583 | _ | _ | 583 |
| Public Time Deposits | | BRIDGE BANK | | 10,000,000 | 0.07 | 0.07 | 6/21/21 | 12/20/21 | 658 | - | - | 658 |
| Public Time Deposits | | BANK OF SAN FRANCISCO | | 10,000,000 | 0.08 | 0.08 | 9/20/21 | 3/21/22 | 275 | - | - | 275 |
| Public Time Deposits Public Time Deposits | | | | 10,000,000 | 0.09 | 0.09 | 9/20/21 | 3/21/22 | 275 271 | - | - | 275 271 |
| | FFEE3CH00 | DIVIDGE DAINI | \$ | 40,000,000 | 0.08 | 0.08 | 3120121 | \$121122 | 10,321 \$ | - | \$ - | |
| Subtotals | | | Ф | 40,000,000 | | | | • | 10,327 \$ | - | φ - | p 10,3∠1 |

| | | | | | | | | NI = 4 | | | A | Dealined | F | I I |
|--------------------|------------|-------------------------------|------|---------------|--------------|------------------|-------------|-----------------|------------------|------|-----------------|-------------|----|----------------|
| | | | | | | 1 | | <u>Maturity</u> | | | _ <u>Amort.</u> | Realized | | ed Income |
| Type of Investment | CUSIP | Issuer Name | | Par Value Cou | | YTM ¹ | Settle Date | | Earned Interest | | | Gain/(Loss) | | t Earnings |
| Negotiable CDs | 89114W2V6 | TORONTO DOMINION BANK NY | \$ | |).16 | 0.16 | 3/2/21 | 9/3/21 | | \$ | - ; | \$ - | \$ | 444 |
| Negotiable CDs | 78012UJ63 | ROYAL BANK OF CANADA NY | | |).18 | 0.18 | 3/16/21 | 9/13/21 | 6,000 | | - | - | | 6,000 |
| Negotiable CDs | 89114W2T1 | TORONTO DOMINION BANK NY | | |).16 | 0.16 | 3/2/21 | 9/24/21 | 7,156 | | - | - | | 7,156 |
| Negotiable CDs | 78012UG41 | ROYAL BANK OF CANADA NY | | |).12 | 0.12 | 2/23/21 | 9/27/21 | 8,514 | | - | - | | 8,514 |
| Negotiable CDs | 89114W2U8 | TORONTO DOMINION BANK NY | | |).16 | 0.16 | 3/2/21 | 9/29/21 | 4,978 | | - | - | | 4,978 |
| Negotiable CDs | 78012UG58 | ROYAL BANK OF CANADA NY | | ,, |).12 | 0.12 | 2/23/21 | 10/25/21 | 4,775 | | - | - | | 4,775 |
| Negotiable CDs | 06367CCF2 | BANK OF MONTREAL CHICAGO | | |).20 | 0.20 | 3/8/21 | 1/3/22 | 8,333 | | = | - | | 8,333 |
| Negotiable CDs | 89114W3L7 | TORONTO DOMINION BANK NY | | ,, |).20 | 0.20 | 3/8/21 | 1/5/22 | 8,333 | | - | - | | 8,333 |
| Negotiable CDs | 89114W3B9 | TORONTO DOMINION BANK NY | | ,, |).20 | 0.20 | 3/4/21 | 1/6/22 | 10,000 | | - | - | | 10,000 |
| Negotiable CDs | 89114W2B0 | TORONTO DOMINION BANK NY | | ,, |).18 | 0.18 | 2/18/21 | 1/14/22 | 15,000 | | - | - | | 15,000 |
| Negotiable CDs | 06367CCQ8 | BANK OF MONTREAL CHICAGO | | 50,000,000 0 |).20 | 0.20 | 3/11/21 | 1/20/22 | 8,333 | | - | - | | 8,333 |
| Negotiable CDs | 89114W3W3 | TORONTO DOMINION BANK NY | | 50,000,000 0 |).20 | 0.20 | 3/11/21 | 1/20/22 | 8,333 | | - | - | | 8,333 |
| Negotiable CDs | 06367CBA4 | BANK OF MONTREAL CHICAGO | | 75,000,000 0 |).20 | 0.20 | 2/16/21 | 2/14/22 | 12,500 | | - | - | | 12,500 |
| Negotiable CDs | 78012UG82 | ROYAL BANK OF CANADA NY | | 50,000,000 0 |).15 | 0.15 | 2/26/21 | 2/16/22 | 6,448 | | - | - | | 6,448 |
| Negotiable CDs | 78012UG90 | ROYAL BANK OF CANADA NY | | 60,000,000 0 |).16 | 0.16 | 2/26/21 | 2/22/22 | 8,038 | | - | - | | 8,038 |
| Negotiable CDs | 06367CCJ4 | BANK OF MONTREAL CHICAGO | | 50,000,000 0 |).14 | 0.14 | 3/9/21 | 2/28/22 | 5,865 | | - | - | | 5,865 |
| Negotiable CDs | 06367CDY0 | BANK OF MONTREAL CHICAGO | | 50,000,000 0 |).20 | 0.20 | 4/6/21 | 2/28/22 | 8,333 | | - | - | | 8,333 |
| Negotiable CDs | 78012UH57 | ROYAL BANK OF CANADA NY | | |).15 | 0.15 | 3/9/21 | 2/28/22 | 6,859 | | _ | - | | 6,859 |
| Negotiable CDs | 06367CBZ9 | BANK OF MONTREAL CHICAGO | | 100,000,000 0 |).15 | 0.15 | 3/3/21 | 3/2/22 | 12,502 | | _ | - | | 12,502 |
| Negotiable CDs | 89114W3C7 | TORONTO DOMINION BANK NY | | |).21 | 0.21 | 3/4/21 | 3/4/22 | 8,750 | | - | _ | | 8,750 |
| Negotiable CDs | 78012UJ30 | ROYAL BANK OF CANADA NY | | |).23 | 0.23 | 3/11/21 | 3/11/22 | 9,583 | | _ | _ | | 9,583 |
| Negotiable CDs | 89114W4K8 | TORONTO DOMINION BANK NY | | |).23 | 0.23 | 3/15/21 | 3/15/22 | 9,583 | | _ | _ | | 9,583 |
| Negotiable CDs | 06367CCY1 | BANK OF MONTREAL CHICAGO | | |).17 | 0.17 | 3/16/21 | 3/16/22 | 7,000 | | _ | _ | | 7,000 |
| Negotiable CDs | 78012UH73 | ROYAL BANK OF CANADA NY | | |).22 | 0.22 | 3/11/21 | 3/16/22 | 9,167 | | _ | _ | | 9,167 |
| Negotiable CDs | 78012UK46 | ROYAL BANK OF CANADA NY | | |).23 | 0.23 | 3/30/21 | 3/28/22 | 9.583 | | _ | _ | | 9,583 |
| Negotiable CDs | 89114W5N1 | TORONTO DOMINION BANK NY | | |).22 | 0.22 | 3/30/21 | 3/28/22 | 9,167 | | _ | _ | | 9,167 |
| Negotiable CDs | 78012UK53 | ROYAL BANK OF CANADA NY | | |).23 | 0.23 | 4/6/21 | 4/6/22 | 9,583 | | _ | _ | | 9,583 |
| Negotiable CDs | 89114W6T7 | TORONTO DOMINION BANK NY | | |).22 | 0.22 | 4/13/21 | 4/11/22 | 9,167 | | _ | _ | | 9,167 |
| Negotiable CDs | 06367CHR1 | BANK OF MONTREAL CHICAGO | | , , |).17 | 0.22 | 7/6/21 | 5/9/22 | 14,167 | | _ | | | 14,167 |
| Negotiable CDs | 89114WBD6 | TORONTO DOMINION BANK NY | | |).17).21 | 0.17 | 5/25/21 | 5/25/22 | 8,750 | | _ | | | 8.750 |
| Negotiable CDs | 78012UT96 | ROYAL BANK OF CANADA NY | | ,, |).15 | 0.21 | 9/16/21 | 6/17/22 | 6,250 | | - | - | | 6,250 |
| Negotiable CDs | 06367CKG1 | BANK OF MONTREAL CHICAGO | | |).13 | 0.13 | 8/25/21 | 7/18/22 | 7,500 | | - | - | | 7,500 |
| Negotiable CDs | 06367CKN6 | BANK OF MONTREAL CHICAGO | | ,, |).18 | 0.18 | 8/30/21 | 7/18/22 | 7,500 | | - | - | | 7,500 |
| Subtotals | 00307 CKN0 | BANK OF MONTREAL CHICAGO | ¢ | 1,645,000,000 | 7. 10 | 0.10 | 0/30/21 | | \$ 276,494 | ¢ | - : | <u> </u> | \$ | 276,494 |
| Subtotals | | | Ψ | 1,045,000,000 | | | | | Φ 210,434 | Ψ | | Ψ - | Ψ | 210,494 |
| Money Market Funds | 09248U718 | BLACKROCK LIQ INST GOV FUND | \$ | 10,546,255 0 | 0.01 | 0.01 | 9/30/21 | 10/1/21 | \$ 44 | \$ | - : | \$ - | \$ | 44 |
| Money Market Funds | 262006208 | DREYFUS GOVERN CASH MGMT-I | Ψ | | 0.03 | 0.01 | 9/30/21 | 10/1/21 | 6,388 | Ψ | - , | · . | Ψ | 6,388 |
| Money Market Funds | 31607A703 | FIDELITY INST GOV FUND | | |).03).01 | 0.03 | 9/30/21 | 10/1/21 | 560 | | - | = | | 560 |
| Money Market Funds | 608919718 | FEDERATED GOVERNMENT OBL-PRM | | | 0.03 | 0.03 | 9/30/21 | 10/1/21 | 3,126 | | _ | _ | | 3,126 |
| Money Market Funds | | MORGAN STANLEY INST GOVT FUND | | -,, | 0.03 | 0.03 | 9/30/21 | 10/1/21 | 2,401 | | - | - | | 2,401 |
| Subtotals | 017470707 | WORGAN STANLET INST GOVE FUND | \$ | 567,075,811 | 7.03 | 0.03 | 9/30/21 | | \$ 12,519 | ¢ | - : | <u> </u> | ¢ | 12,519 |
| Subtotals | | | Ψ | 307,073,011 | | | | | Φ 12,515 | Ψ | | Ψ - | Ψ | 12,519 |
| Supranationals | 459058JV6 | INTL BK RECON & DEVELOP | \$ | 100,000,000 0 |).13 | 0.23 | 4/20/21 | 4/20/23 | \$ 10,417 | \$ | 8,507 | \$ - | \$ | 18,924 |
| Supranationals | 4581X0CM8 | INTER-AMERICAN DEVEL BK | Ψ | | 2.13 | 0.58 | 4/26/21 | 1/15/25 | 177,083 | Ψ | (125,206) | - | Ψ | 51,877 |
| Supranationals | 459058JB0 | INTL BK RECON & DEVELOP | | |).63 | 0.57 | 7/23/21 | 4/22/25 | 20,833 | | (1,885) | = | | 18,949 |
| Supranationals | | INTER-AMERICAN DEVEL BK | | |).82 | 0.75 | 8/25/21 | 2/27/26 | 13,325 | | (1,037) | _ | | 12,288 |
| Subtotals | | | \$ | 259,500,000 | | | | | \$ 221,658 | \$ | (119,620) | \$ - | \$ | 102,038 |
| | | | | | | | | | | | | | | |
| Grand Totals | | | \$ 1 | 2,657,271,811 | | | | | \$ 7,106,475 | \$ (| (1,791,344) | \$ - | \$ | 5,315,131 |

^{&#}x27; Yield to maturity is calculated at purchase

Investment Transactions

| For month end | ded September | r 30 2021 | | | | | | | | | | |
|---------------|---------------|-----------|----------------------|--------------------------|-----------|----|-------------|--------------|--------------|-----------|---------------|-----------------|
| Transaction | | Maturity | Type of Investment | Issuer Name | CUSIP | | Par Value | Coupon | YTM | Price | Interes | t Transaction |
| Purchase | 9/2/21 | 5/15/25 | U.S. Treasuries | US TREASURY | 912828XB1 | \$ | 50,000,000 | 2.13 | | \$ 105.70 | | |
| Purchase | 9/7/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | Ψ. | 65,000,000 | 0.03 | 0.03 | 100.00 | - | 65,000,000 |
| Purchase | 9/8/21 | 10/1/21 | , | DREYFUS GOVERN CASH MGMT | 262006208 | | 32,000,000 | 0.03 | 0.03 | 100.00 | _ | 32,000,000 |
| Purchase | 9/9/21 | 10/1/21 | , | FEDERATED GOVERNMENT OBL | 608919718 | | 125,000,000 | 0.03 | 0.03 | 100.00 | - | 125,000,000 |
| Purchase | 9/13/21 | 8/10/26 | Federal Agencies | FEDERAL HOME LOAN BANK | 3130ANTG5 | | 25,000,000 | 1.05 | 1.05 | 100.00 | _ | 25,000,000 |
| Purchase | 9/13/21 | 8/10/26 | Federal Agencies | FEDERAL HOME LOAN BANK | 3130ANTG5 | | 25,000,000 | 1.05 | 1.05 | 100.00 | _ | 25,000,000 |
| Purchase | 9/13/21 | 8/10/26 | Federal Agencies | FEDERAL HOME LOAN BANK | 3130ANTG5 | | 25,000,000 | 1.05 | 1.05 | 100.00 | _ | 25,000,000 |
| Purchase | 9/13/21 | 8/10/26 | Federal Agencies | FEDERAL HOME LOAN BANK | 3130ANTG5 | | 25,000,000 | 1.05 | 1.05 | 100.00 | _ | 25,000,000 |
| Purchase | 9/15/21 | 10/1/21 | U | FEDERATED GOVERNMENT OBL | 608919718 | | 33,000,000 | 0.03 | 0.03 | 100.00 | _ | 33,000,000 |
| Purchase | 9/16/21 | 6/17/22 | Negotiable CDs | ROYAL BANK OF CANADA NY | 78012UT96 | | 100,000,000 | 0.05 | 0.05 | 100.00 | - | 100,000,000 |
| Purchase | 9/20/21 | 10/1/21 | | FEDERATED GOVERNMENT OBL | 608919718 | | 20,000,000 | 0.13 | 0.13 | 100.00 | _ | 20,000,000 |
| Purchase | 9/20/21 | 3/21/22 | | BANK OF SAN FRANCISCO | PPEB3XSW4 | | 10,000,000 | 0.03 | 0.03 | 100.00 | _ | 10,000,000 |
| Purchase | 9/20/21 | 3/21/22 | Public Time Deposits | | PPEE3CH06 | | 10,000,000 | 0.09 | 0.09 | 100.00 | - | 10,000,000 |
| Purchase | 9/21/21 | 10/1/21 | | FEDERATED GOVERNMENT OBL | 608919718 | | 29,000,000 | 0.03 | 0.03 | 100.00 | - | 29,000,000 |
| Purchase | 9/22/21 | 10/1/21 | | | | | | 0.03 | 0.03 | 100.00 | - | |
| | | | | FEDERATED GOVERNMENT OBL | 608919718 | | 64,000,000 | | | | - | 64,000,000 |
| Purchase | 9/23/21 | 9/23/24 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EM5X6 | | 25,000,000 | 0.43 0.43 | 0.46 0.46 | 99.90 | - | 24,974,750 |
| Purchase | 9/23/21 | 9/23/24 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EM5X6 | | 50,000,000 | | | 99.90 | - | 49,949,500 |
| Purchase | 9/23/21 | 9/23/24 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EM5X6 | | 50,000,000 | 0.43 | 0.46 | 99.90 | - | 49,949,500 |
| Purchase | 9/24/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 26,000,000 | 0.03 | 0.03 | 100.00 | 400.040 | 26,000,000 |
| Purchase | 9/24/21 | 6/30/26 | U.S. Treasuries | US TREASURY | 91282CCJ8 | | 50,000,000 | 0.88 | 0.90 | 99.88 | 102,242 | |
| Purchase | 9/27/21 | 9/27/23 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EM6N7 | | 50,000,000 | 0.17 | 0.22 | 99.90 | - | 49,950,000 |
| Purchase | 9/28/21 | 8/31/26 | U.S. Treasuries | US TREASURY | 91282CCW9 | | 50,000,000 | 0.75 | 0.98 | 98.90 | 29,006 | , , |
| Purchase | 9/30/21 | 10/1/21 | | BLACKROCK LIQ INST GOV F | 09248U718 | | 44 | 0.01 | 0.01 | 100.00 | - | 44 |
| Purchase | 9/30/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 6,388 | 0.03 | 0.03 | 100.00 | - | 6,388 |
| Purchase | 9/30/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 60,000,000 | 0.03 | 0.03 | 100.00 | - | 60,000,000 |
| Purchase | 9/30/21 | 10/1/21 | | FIDELITY INST GOV FUND | 31607A703 | | 560 | 0.01 | 0.01 | 100.00 | - | 560 |
| Purchase | 9/30/21 | 10/1/21 | | FEDERATED GOVERNMENT OBL | 608919718 | | 3,126 | 0.03 | 0.03 | 100.00 | - | 3,126 |
| Purchase | 9/30/21 | 10/1/21 | Money Market Funds | MORGAN STANLEY INST GOVT | 61747C707 | | 2,401 | 0.03 | 0.03 | 100.00 | - | 2,401 |
| Subtotals | | | | | | \$ | 999,012,519 | 0.38 | 0.33 | \$ 100.21 | \$ 448,842 | \$1,001,521,440 |
| Sale | 9/1/21 | 10/1/21 | Manay Market Funds | DREYFUS GOVERN CASH MGMT | 262006208 | \$ | 50,000,000 | 0.03 | 0.03 | \$ 100.00 | ¢ | \$ 50,000,000 |
| Sale | 9/1/21 | 10/1/21 | | MORGAN STANLEY INST GOVT | 61747C707 | Ψ | 23,000,000 | 0.03 | 0.03 | 100.00 | Ψ - | 23,000,000 |
| Sale | 9/2/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 42,000,000 | 0.03 | 0.03 | 100.00 | - | 42,000,000 |
| Sale | 9/13/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 75.000,000 | 0.03 | 0.03 | 100.00 | - | 75,000,000 |
| Sale | 9/13/21 | 10/1/21 | , | FIDELITY INST GOV FUND | 31607A703 | | 16,000,000 | 0.03 | 0.03 | 100.00 | - | 16,000,000 |
| Sale | 9/16/21 | 10/1/21 | | FIDELITY INST GOV FUND | 31607A703 | | 20,000,000 | 0.01 | 0.01 | 100.00 | - | 20,000,000 |
| | | | , | | | | | | | | - | , , |
| Sale | 9/16/21 | 10/1/21 | , | MORGAN STANLEY INST GOVT | 61747C707 | | 100,000,000 | 0.03 | 0.03 | 100.00 | - | 100,000,000 |
| Sale | 9/17/21 | 10/1/21 | | FIDELITY INST GOV FUND | 31607A703 | | 7,000,000 | 0.01 | 0.01 | 100.00 | - | 7,000,000 |
| Sale | 9/23/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 100,000,000 | 0.03 | 0.03 | 100.00 | - | 100,000,000 |
| Sale | 9/23/21 | 10/1/21 | , | FIDELITY INST GOV FUND | 31607A703 | | 35,000,000 | 0.01 | 0.01 | 100.00 | - | 00,000,000 |
| Sale | 9/28/21 | 10/1/21 | Money Market Funds | FEDERATED GOVERNMENT OBL | 608919718 | | 65,000,000 | 0.03 | 0.03 | 100.00 | | 65,000,000 |
| Subtotals | | | | | | \$ | 533,000,000 | 0.03 | 0.03 | \$ 100.00 | \$ - | \$ 533,000,000 |
| Maturity | 9/2/21 | 9/2/21 | Federal Agencies | FED FARM CRD DISCOUNT NT | 313313LE6 | \$ | 10,000,000 | 0.00 | 0.12 | 100.00 | \$ - | \$ 10,000,000 |
| Maturity | 9/3/21 | 9/3/21 | Negotiable CDs | TORONTO DOMINION BANK NY | 89114W2V6 | φ | 50,000,000 | 0.00 | 0.12 | 100.00 | φ - 41,111 | 50,041,111 |
| | | 9/3/21 | U.S. Treasuries | TREASURY BILL | 9127964L0 | | 50,000,000 | 0.16 | 0.16 | 100.00 | 41,111 | , , |
| Maturity | 9/9/21 | | | | | | | | | | - | 50,000,000 |
| Maturity | 9/9/21 | 9/9/21 | U.S. Treasuries | TREASURY BILL | 9127964L0 | | 50,000,000 | 0.00 | 0.10 | 100.00 | - 00 500 | 50,000,000 |
| Maturity | 9/13/21 | 9/13/21 | Negotiable CDs | ROYAL BANK OF CANADA NY | 78012UJ63 | | 100,000,000 | 0.18 | 0.18 | 100.00 | 90,500 | |
| Maturity | 9/15/21 | 9/15/21 | U.S. Treasuries | US TREASURY | 9128285A4 | | 50,000,000 | 2.75 | 0.11 | 100.00 | 687,500 | 50,687,500 |
| Maturity | 9/15/21 | 9/15/21 | U.S. Treasuries | US TREASURY | 9128285A4 | | 50,000,000 | 2.75 | 0.10 | 100.00 | 687,500 | |
| Maturity | 9/17/21 | 9/17/21 | Federal Agencies | FED FARM CRD DISCOUNT NT | 313313LV8 | | 10,000,000 | 0.00 | 0.10 | 100.00 | | 10,000,000 |
| Maturity | 9/20/21 | 9/20/21 | Public Time Deposits | BANK OF SAN FRANCISCO | PPE52B4L6 | | 10,000,000 | 0.10 | 0.10 | 100.00 | 2,528 | 10,002,528 |

Investment Transactions

Pooled Fund

| Transaction | Settle Date | Maturity | Type of Investment | Issuer Name | CUSIP | | Par Value | Coupon | YTM | Price | Interest | Transac | ction |
|-------------|-------------|----------|----------------------|--------------------------|-----------|------|--------------|--------|---------|--------|-----------|-------------|-------|
| Maturity | 9/20/21 | 9/20/21 | Public Time Deposits | BRIDGE BANK | PPE62M5Z8 | | 10,000,000 | 1.54 | 1.54 | 100.00 | 12,472 | 10,012, | 472 |
| Maturity | 9/24/21 | 9/24/21 | Negotiable CDs | TORONTO DOMINION BANK NY | 89114W2T1 | | 70,000,000 | 0.16 | 0.16 | 100.00 | 64,089 | 70,064, | .089 |
| Maturity | 9/27/21 | 9/27/21 | Negotiable CDs | ROYAL BANK OF CANADA NY | 78012UG41 | | 100,000,000 | 0.12 | 0.12 | 100.00 | 10,151 | 100,010, | 151 |
| Maturity | 9/29/21 | 9/29/21 | Negotiable CDs | TORONTO DOMINION BANK NY | 89114W2U8 | | 40,000,000 | 0.16 | 0.16 | 100.00 | 37,511 | 40,037, | 511 |
| Maturity | 9/30/21 | 9/30/21 | U.S. Treasuries | US TREASURY | 912828T34 | | 50,000,000 | 1.13 | 1.69 | 100.00 | 281,250 | 50,281, | 250 |
| Subtotals | | | | | | \$ | 650,000,000 | 0.62 | 0.28 \$ | - \$ | 1,914,612 | \$ 651,914, | 612 |
| | | | | | | | | | | | | | |
| Interest | 9/1/21 | 3/1/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EKBV7 | \$ | 10,000,000 | 2.55 | 2.56 | 0.00 | 0.00 | | ,500 |
| Interest | 9/2/21 | 3/2/22 | Negotiable CDs | BANK OF MONTREAL CHICAGO | 06367CBZ9 | | 100,000,000 | 0.16 | 0.16 | 0.00 | 0.00 | | ,242 |
| Interest | 9/3/21 | 3/3/25 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133ELQY3 | | 16,000,000 | 1.21 | 1.22 | 0.00 | 0.00 | | ,800 |
| Interest | 9/3/21 | 3/3/25 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133ELQY3 | | 24,000,000 | 1.21 | 1.24 | 0.00 | 0.00 | 145, | |
| Interest | 9/11/21 | 3/11/22 | Federal Agencies | FEDERAL HOME LOAN BANK | 313378WG2 | | 17,780,000 | 2.50 | 2.36 | 0.00 | 0.00 | 222, | |
| Interest | 9/11/21 | 3/11/22 | Federal Agencies | FEDERAL HOME LOAN BANK | 313378WG2 | | 40,000,000 | 2.50 | 2.36 | 0.00 | 0.00 | 500, | |
| Interest | 9/14/21 | 3/14/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EKDC7 | | 26,145,000 | 2.47 | 2.36 | 0.00 | 0.00 | 322, | |
| Interest | 9/14/21 | 3/14/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EKDC7 | | 45,500,000 | 2.47 | 2.36 | 0.00 | 0.00 | 561, | 925 |
| Interest | 9/15/21 | 3/15/23 | U.S. Treasuries | US TREASURY | 912828ZD5 | | 50,000,000 | 0.50 | 0.16 | 0.00 | 0.00 | 125, | ,000 |
| Interest | 9/15/21 | 9/15/23 | U.S. Treasuries | US TREASURY NB | 91282CAK7 | | 50,000,000 | 0.13 | 0.23 | 0.00 | 0.00 | 31, | ,250 |
| Interest | 9/16/21 | 3/16/22 | Negotiable CDs | BANK OF MONTREAL CHICAGO | 06367CCY1 | | 50,000,000 | 0.17 | 0.17 | 0.00 | 0.00 | | ,467 |
| Interest | 9/18/21 | 3/18/24 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EMTW2 | | 50,000,000 | 0.30 | 0.34 | 0.00 | 0.00 | 75, | ,000 |
| Interest | 9/18/21 | 3/18/24 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EMTW2 | | 50,000,000 | 0.30 | 0.34 | 0.00 | 0.00 | 75, | ,000 |
| Interest | 9/20/21 | 9/20/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EHZP1 | | 25,000,000 | 1.85 | 0.69 | 0.00 | 0.00 | 231, | 250 |
| Interest | 9/23/21 | 3/23/23 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133EMUH3 | | 65,000,000 | 0.13 | 0.16 | 0.00 | 0.00 | 40, | ,625 |
| Interest | 9/23/21 | 9/23/25 | Federal Agencies | FREDDIE MAC | 3137EAEX3 | | 22,600,000 | 0.38 | 0.68 | 0.00 | 0.00 | 42, | ,375 |
| Interest | 9/25/21 | 3/25/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133ELUQ5 | | 25,000,000 | 0.70 | 0.70 | 0.00 | 0.00 | 87, | ,500 |
| Interest | 9/25/21 | 3/25/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133ELUQ5 | | 25,000,000 | 0.70 | 0.71 | 0.00 | 0.00 | 87, | ,500 |
| Interest | 9/25/21 | 3/25/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133ELUQ5 | | 25,000,000 | 0.70 | 0.71 | 0.00 | 0.00 | 87, | ,500 |
| Interest | 9/25/21 | 3/25/22 | Federal Agencies | FEDERAL FARM CREDIT BANK | 3133ELUQ5 | | 25,000,000 | 0.70 | 0.73 | 0.00 | 0.00 | 87, | ,500 |
| Interest | 9/27/21 | 10/25/21 | Negotiable CDs | ROYAL BANK OF CANADA NY | 78012UG58 | | 50,000,000 | 0.11 | 0.11 | 0.00 | 0.00 | 5, | ,242 |
| Interest | 9/28/21 | 2/28/22 | Negotiable CDs | ROYAL BANK OF CANADA NY | 78012UH57 | | 50,000,000 | 0.17 | 0.17 | 0.00 | 0.00 | 21, | ,211 |
| Interest | 9/30/21 | 10/1/21 | Money Market Funds | BLACKROCK LIQ INST GOV F | 09248U718 | | 10,546,255 | 0.01 | 0.01 | 0.00 | 0.00 | | 44 |
| Interest | 9/30/21 | 10/1/21 | | DREYFUS GOVERN CASH MGMT | 262006208 | | 252,701,535 | 0.03 | 0.03 | 0.00 | 0.00 | 6, | ,388 |
| Interest | 9/30/21 | 10/1/21 | Money Market Funds | FIDELITY INST GOV FUND | 31607A703 | | 22,346,105 | 0.01 | 0.01 | 0.00 | 0.00 | | 560 |
| Interest | 9/30/21 | 10/1/21 | Money Market Funds | FEDERATED GOVERNMENT OBL | 608919718 | | 219,078,155 | 0.03 | 0.03 | 0.00 | 0.00 | 3, | ,126 |
| Interest | 9/30/21 | 10/1/21 | Money Market Funds | MORGAN STANLEY INST GOVT | 61747C707 | | 62,403,760 | 0.03 | 0.03 | 0.00 | 0.00 | 2, | ,401 |
| Interest | 9/30/21 | 3/31/22 | U.S. Treasuries | US TREASURY | 912828ZG8 | | 50,000,000 | 0.38 | 0.07 | 0.00 | 0.00 | 93, | ,750 |
| Interest | 9/30/21 | 3/31/23 | U.S. Treasuries | US TREASURY | 91282CBU4 | | 50,000,000 | 0.13 | 0.15 | 0.00 | 0.00 | 31, | ,250 |
| Interest | 9/30/21 | 3/31/25 | U.S. Treasuries | US TREASURY | 912828ZF0 | | 50,000,000 | 0.50 | 0.61 | 0.00 | 0.00 | 125, | ,000 |
| Interest | 9/30/21 | 3/31/25 | U.S. Treasuries | US TREASURY | 912828ZF0 | | 50,000,000 | 0.50 | 0.58 | 0.00 | 0.00 | 125, | ,000 |
| Interest | 9/30/21 | 9/30/25 | U.S. Treasuries | US TREASURY | 91282CAM3 | | 50,000,000 | 0.25 | 0.66 | 0.00 | 0.00 | 62, | ,500 |
| Interest | 9/30/21 | 9/30/25 | U.S. Treasuries | US TREASURY | 91282CAM3 | | 50,000,000 | 0.25 | 0.60 | 0.00 | 0.00 | 62, | ,500 |
| Subtotals | | | | | | \$ 1 | ,709,100,811 | 0.41 | 0.41 \$ | - \$ | - | \$ 3,548, | 747 |

Grand Totals

28 Purchases

(11) Sales

(14) Maturities / Calls

3 Change in number of positions