



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, December 7, 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: 2492 822 2026 # #

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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.

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Page

1. Roll Call

2. Community Advisory Committee Report - **INFORMATION***

5



3. Approve the Minutes of the November 16, 2021 Meeting - **ACTION*** 13

Consent Agenda

4. **[Final Approval]** Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - **ACTION*** 25

5. **{Final Approval}** 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*** 71

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).

6. **[Final Approval]** 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*** 81

End of Consent Agenda

7. Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests - **ACTION*** 101

Projects: BART: Accessibility Improvement Program: Public Address System (\$950,000). SFMTA: Western Addition Area - Traffic Signal Upgrades - Phase 1 (\$1,195,895), FY22 Vision Zero Quick-Build Program Implementation (\$2,821,000 in Prop K funds, \$3,000,000 in TNC Tax funds), Page Slow Street (\$325,000). SFPW: Junipero Serra Blvd Pavement Renovation (\$4,397,129), Curb Ramps (\$978,252), Mansell Street Curb Ramps - Additional Locations (\$548,763), DTX Rail Program Oversight and Technical Support for FTA Project Development (\$3,500,000).

8. Approve the 2021 San Francisco Congestion Management Program - **ACTION*** 115

9. Amend Resolution 21-51 to Approve a Revised Schedule for Development of a New Expenditure Plan for the Half-Cent Sales Tax - **ACTION*** 139

10. Major Capital Project Update - Better Market Street - **INFORMATION*** 149

11. San Francisco Transportation Plan Update - **INFORMATION*** 155

12. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2021 - **INFORMATION*** 175

Other Items

13. 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.

14. Public Comment

15. Adjournment



*Additional Materials

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

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

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

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DRAFT MINUTES

Community Advisory Committee

Wednesday, December 1, 2021

1. Call to Order

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

Present at Roll: Nancy Buffum, Rosa Chen, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Sophia Tupuola (8)

Absent at Roll: Robert Gower and David Klein (2)

2. Chair's Report - INFORMATION

Chair Larson invited Community Advisory Committee (CAC) member Rosa Chen, who is serving on the Expenditure Plan Advisory Committee (EPAC) to give an update. Ms. Chen shared that in their most recent meeting, discussions were focused on the San Francisco Municipal Transportation Authority's (SFMTA's) paratransit program and whether and how to increase sales tax funding for this program within the preliminary draft New Expenditure Plan. She said the EPAC also received an update from staff on outreach that has been done to date. Ms. Chen shared that the next EPAC meeting will be held virtually on Thursday, December 9 at 6 p.m., where the EPAC will continue to discuss funding levels for various programs in the draft Expenditure Plan. Referring to an item later on the agenda she stated that the Transportation Authority is shifting its focus from the June 2022 election to the November 2022 election for a potential ballot measure, and as a result the EPAC schedule has been revised to extend the duration of the EPAC to February 2022, when they anticipate taking action to recommend a new Expenditure Plan.

Chair Larson acknowledged that Vision Zero efforts were of great interest to CAC members and others and encouraged people to watch or listen to the December 14 Transportation Authority Board meeting at 10 a.m. as there would be a presentation on severe injury trends and another on the final Vision Zero Action Strategy.

Chair Larson announced that it was member Stephanie Liu's last meeting with the CAC as her term was expiring in December and she would not be seeking reappointment. He shared his appreciation for her comments and questions both at CAC meetings and with staff in between meetings. He said that she would be missed and encouraged her to call in during public comment at future meetings.

Ms. Liu remarked that due to her term being mostly spent during the pandemic, it seemed to go by particularly quickly. She thanked members and staff for the experience, adding that she learned a great deal through the other committee members and the questions brought up during discussions. She thanked staff for being responsive to her questions and that she was impressed by the amount of knowledge and engagement from all involved.



On behalf of Transportation Authority staff, Maria Lombardo, Chief Deputy Director, echoed Chair Larson's appreciation for Ms. Liu's contributions to the CAC and encouraged her to stay in touch with the CAC and staff.

There was no public comment.

3. Nominations for 2022 Community Advisory Committee Chair and Vice Chair - INFORMATION

Nancy Buffum nominated John Larson for Chair and John Larson accepted. There were no further nominations for Chair.

John Larson nominated David Klein for Vice Chair in his absence. There were no further nominations for Vice Chair.

There was no public comment.

Consent Agenda

4. Approve the Minutes of the October 27, 2021 Meeting - ACTION*

5. Approve the 2022 Community Advisory Committee Meeting Schedule - ACTION*

6. Community Advisory Committee Vacancy - INFORMATION

There was no public comment.

Jerry Levine motioned to approve the consent agenda, seconded by Sophia Tupuola.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

End of Consent Agenda

7. Major Capital Project: Better Market Street - INFORMATION

Cristina Calderón Olea, Project Manager, San Francisco Department of Public Works (SFPW), presented the item.

Jerry Levine, commented on the \$12 million soft costs budget, and asked what was all included in the soft costs.

Ms. Olea replied that soft costs include construction engineering and construction management costs - both of which involve SFPW and San Francisco Municipal Transportation Agency (SFMTA) staff. She added that there is also some budget for the Public Utilities Commission as they will be providing sewer work to improve drainage, as well as the installation of new catch basins along the curb ramps. She continued by stating that there are costs associated with diesel bus substitutions during the planned closures on Market Street.

Mr. Levine asked if they anticipate the \$12 million being sufficient for soft costs.

Ms. Olea replied that it is an estimate of their costs based off previous construction projects. She added that it also includes any work that is being performed by the city, such as traffic striping and the installation of new traffic signs.

Peter Tannen asked if during the off-peak hours and the closure periods, would bicycles be prohibited on Market Street.



Ms. Olea replied that bicycles would be detoured to Mission Street during the closures and non-peak hours. She added that if a bicyclist was going to a business along Market Street, they would have to dismount from their bike, and walk their bike on the sidewalk. She said the sidewalks will be open and they will always provide a throughway for pedestrians. Ms. Olea also noted that the street right-of-way has tight constraints such as no parking spaces and no gutter and with majority of the work being done in the curb lane, they don't want bikes riding in the center lane with the tracks.

Mr. Tannen stated that from reading the memo, the plans for handling bicycle trips during construction wasn't clear and suggested better highlighting that information in future memos.

Kevin Ortiz said he would like to see a breakdown of the soft costs.

Ms. Olea shared a slide with the soft costs breakdown.

Britt Tanner, SFMTA project staff noted that the soft cost breakdown had since been updated as the numbers are changing constantly and said that the numbers that were presented predated any addendums. She encouraged the CAC to look at the line items as providing a sense of scale as to what soft costs are anticipated.

Mr. Ortiz thanked Ms. Olea and Ms. Tanner and noted that the information provided was helpful and encouraged including this information in future materials.

During public comment Edward Mason inquired about the total amount of money spent over the last decade for Better Market Street, noting how the project scope and cost had expanded significantly over time. He also asked if taxi access would be restricted and asked what they are doing for the disabled community who may need to get to a location on the corridor.

Chair Larson invited Ms. Olea to respond to Mr. Mason's comments.

Ms. Tanner said that approximately \$23 million was spent on 30% design and environmental review for the full corridor. She added that phase 1 including the original design and subsequent re-design was approximately \$20 million.

Ms. Olea confirmed that \$43 million had been spent over the course of 11 years. She said the first project Memorandum of Understanding, among the five departments was signed in August of 2010. She said they completed 30% design for the full corridor in order to secure environmental clearance, and they created two designs for phase 1 because of the scope changes that happened in 2020.

With regard to the taxi access, Ms. Tanner replied that she didn't recall if they were allowed in the transit only lane or not, but the curb lane would be closed, and she would follow up once she got an answer.

Mr. Ortiz asked about the outreach to taxi drivers and asked what specific blocks would impact bicycle travel on Market Street, adding that he was a regular bike commuter to mid-Market.

Ms. Tanner said they have been in coordination with the Taxi Workers Alliance by attending their board/committee meetings and getting their feedback. She said most recently they have worked closely to develop a survey on the current restrictions on Market Street and the proposal to remove taxis from the center lane. With regard to the bike restrictions, she noted that bikes would be restricted between 8th and 5th streets from 7:30 a.m. to 7:30 p.m., but the peak direction would still remain open. She said they believe many people would find it more convenient to avoid Market Street during



construction, while others may shift their trips and try to get to work before 9:30 a.m. to take advantage of the bike lanes when open.

8. Adopt a Motion of Support to Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests - ACTION

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

Chair Larson asked if the Junipero Serra Boulevard Pavement Renovation project would require the entire corridor to be shut down during construction, or if it would be implemented in phases.

Ramon Kong, SFPW, noted that the corridor was a major collector connecting I-280 with the Twin Peaks area, and said SFPW would work with SFMTA to minimize impacts from construction. He affirmed that work would be done in phases and said the project team was developing a phasing plan.

Mr. Tannen asked if the Page Slow Street project team had researched how slow streets had been implemented in other cities or countries.

Mark Dreger, SFMTA, answered affirmatively. He said each slow street was unique and said the project team was seeking ways for the slow street project to express the character of Page Street. He said the team was field testing designs for barriers and signage and would try to be innovative while drawing on best practices from other jurisdictions as relevant.

Mr. Tannen commented that it would be helpful if the agenda packet included maps of all the projects for which funds were being requested.

Nancy Buffum commented that the pedestrian crossings at the intersection of Ocean and Junipero Serra were very difficult, even for pedestrians crossing from the transit island. She pointed out that there was an elementary school nearby and many parents wouldn't allow their children to walk to school because of the dangerous conditions for pedestrians. She asked if anything could be done as part of the paving project to tie together neighborhoods divided by the corridor.

Mr. Kong said the scope of the paving project didn't include streetscape redesign and pedestrian improvements were limited to new curb ramps and crosswalk striping. He mentioned that a new traffic signal was being constructed as part of a separate project.

Chair Larson said he would reach out to Commissioner Melgar, the District 7 commissioner, to ask if any other pedestrian improvements were planned for the corridor.

Ms. Buffum commented that the St Francis Circle improvements had made a big difference and suggested the area around Ocean and Junipero Serra deserved improvements of similar quality.

Bryant Woo, SFMTA, acknowledged that the crossing at Ocean and Junipero Serra was wide. He said he had participated in the public outreach that followed the death of the elementary school student and said in addition to the new signal mentioned by Mr. Kong, SFMTA had ensured that painted crossings were in good shape, increased enforcement of the 15 mph speed zone, increased the number of crossing guards to three, extended crossing guard hours to accommodate late-arriving students, and



increased the pedestrian crossing time at the existing traffic signal.

Mr. Ortiz asked if public outreach for the Page Slow Street project had addressed impacts on businesses.

Mark Dreger said the Page Street project had been a unique effort and SFMTA had conducted deep outreach despite the difficulties caused by the COVID-19 pandemic. He said SFMTA staff was trying to speak with everyone, had conducted a survey, sent mailers, and said outreach efforts were continuing.

During public comment, Peter Belvin from the Potrero neighborhood expressed support for FY22 Vision Zero Quick-Build Program Implementation, especially along the 17th Street corridor. He noted several businesses that publicly supported the project.

Scott Feeney expressed support for the Vision Zero Quick-Build project, especially the protected bikeway on 17th Street. He noted two community organizations that had expressed support for the project and said it supported the City's equity goals.

Cliff Berger expressed support for the Vision Zero Quick-Build project and its improvements along 17th Street, which would facilitate a protected bike route connecting Potrero Hill to Market Street.

Eric Rozell expressed support for the Vision Zero Quick-Build project, and asked why the project materials did not reflect the commitment in the Vision Zero Action Strategy to 20 miles per year.

A caller expressed support for the Vision Zero Quick-Build project and noted that more bicyclists were using corridor, including increasing numbers of medical professionals and children, despite the fact that the bike lane was currently unprotected.

Ed Mason commented that there were cracks in most of the recently constructed curb ramps and said Public Works should make sure the construction quality was better.

Jerry Levine motioned to approve the item, seconded by Kevin Ortiz.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

9. Adopt a Motion of Support to Approve the 2021 San Francisco Congestion Management Program - ACTION

Bhargava Sana, Senior Transportation Modeler, presented the item per the staff memorandum.

Chair Larson remarked that the information presented showed the impact of the pandemic, pretty dramatically, on the way that people get around.

Sophia Tupuola asked how the performance data was being made more accessible to people in District 10 since they have been historically under-represented, specifically to people who are not comfortable using technology.

Chair Larson additionally asked how the data was being broken down and presented to a wider audience.



Mr. Sana responded that in addition to the data being available on publicly accessible interactive websites, the information was also laid out in both tabular and map forms in the Congestion Management Program (CMP) report and its technical appendices.

Chair Larson added that one could find the scope and inclusion of the different areas of the city in the attached documents.

Mr. Ortiz remarked that he would like to see more detailed traffic count data at the hourly level in addition to the Average Daily Traffic (ADT) numbers presented. He said it would help draw comparisons between peak and off-peak traffic patterns. Mr. Ortiz also asked a second question about outreach and how information in the congestion tracker was being made available to people and communities who might not have internet access.

Mr. Sana responded that the Transportation Authority does have more detailed traffic counts data available even for 15-minute intervals that can be provided if requested. He said the data were aggregated to the peak periods and presented in the CMP report. In response to the outreach question, Mr. Sana said it is possible to provide the data in non-digital form as well. He also said that the Transportation Authority did not have an explicit outreach program associated with the CMP but is open to discussing the possibility.

Ms. Lombardo added that if there were a specific community group that were interested, staff would reach out to them and present the information in an accessible way.

Chair Larson commented that it might be good to work on a greater outreach plan.

During public comment, Edward Mason said that everything in the mode share charts was in percentages, and they would like to know the absolute numbers. He also mentioned that for regional trips there had been an exclusion of private commuter buses which had been reported in the past. He felt that commuter buses were a net generator of pollution because their occupancy has been very low after the pandemic.

Peter Tannen motioned to approve the item, seconded by Sophia Tupuola.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

Chair Larson left the meeting. Given the absence of the Vice Chair, Nancy Buffum nominated Jerry Levine to serve as Chair Pro Tem, seconded by Stephanie Liu.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Levine, Liu, Ortiz, Tannen, Tupuola (7)

Absent: Gower, Klein, Larson (3)

10. ConnectSF and the San Francisco Transportation Plan Update - INFORMATION

Aliza Paz, Senior Transportation Planner presented the item.

During public comment, Edward Mason said he was interested in knowing how the developer fees are calculated into revenues to increase the funding growth. With respect to the 5-minute network, he said this would have residents walk further to get to a 5 minute network and noted that there are concerns for people who are not able to



walk that extra distance. Mr. Mason added that paratransit requests will go up and this will be expensive.

11. Update on Schedule and Outreach Efforts for Development of a New Expenditure Plan for the Half-Cent Sales Tax - INFORMATION

Michelle Beaulieu, Principal Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason commented that for first five meetings of the EPAC, approximately a third of the members had been absent, though committee alternates were present in some cases. He also noted that some phone surveys had really tricky questions and seemed designed to produce a certain outcome. He cautioned that surveys used for public outreach should be carefully designed to avoid introducing bias into the results.

12. State and Federal Legislation Update - INFORMATION

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

There was no public comment.

Other Items

13. Introduction of New Business - INFORMATION

Mr. Ortiz asked staff to bring a masterplan or methodology for community outreach that the Transportation Authority uses for its projects.

There was no public comment.

14. Public Comment

During public comment, Edward Mason noted that every curb ramp that has been installed recently has cracks in it, and he doesn't think they are getting their money's worth from Public Works. With regard to the SFMTA's Commuter Bus program, Mr. Mason shared his disappointment in the continuation of seeing empty buses and stated that they are a net generator of pollution.

15. Adjournment

The meeting was adjourned at 8:10 p.m.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, November 16, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m. and noted that Commissioners Peskin and Ronen were excused from the meeting.

Present at Roll Call: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Peskin and Ronen (2)

2. [Final Approval on First Appearance] Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) - ACTION*

Britney Milton, Clerk of the Transportation Authority, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mar, Mandelman Melgar, Preston, Stefani, and Walton (9)

Absent: Commissioners Peskin and Ronen (2)

3. Chair's Report - INFORMATION

Chair Mandelman shared his excitement for infrastructure week. He reported that on Monday, November 15, President Biden signed the Infrastructure Investment and Jobs Act and thanked President Biden, Speaker Pelosi and the Congress, for working so hard to pass the historic bipartisan legislation that would make \$1.2 trillion in funding available for infrastructure programs across the transportation, energy and water sectors. He said, of the amount, transportation is by far the largest component with \$475 billion over the next 5 years, which is a 56 percent increase above Congress's last five-year transportation bill, and \$157 billion in one-time stimulus funding. He shared that the estimates for California are still being developed, however, based on formula funds they could expect: \$30 billion for roads and bridge repair, such as for the Yerba Buena Island (YBI) West Side Bridges project, \$9.5 billion for public transit improvements statewide including for Muni, BART and Caltrain; and \$384 million over five years to build a network of chargers for electric vehicles. Chair Mandelman noted that the bill also included new discretionary funds including \$36 billion nationally for intercity rail and \$15 billion for the Federal Transit Administration's competitive Capital Investment Grant Program, which funds projects



like BART and Muni Core Capacity and the Caltrain Downtown Rail Extension, plus over \$2 billion for active transportation and a new Safe Streets and Roads for All Program to implement Vision Zero plans.

He added to the good news, sharing that they just heard the United States Department of Transportation (US DOT) awarded the agency's YBI West Side Bridges project an \$18 million federal RAISE grant to seismically retrofit this set of structures and roadways connecting the San Francisco-Oakland Bay Bridge to Treasure Island on the west side of YBI. He thanked Speaker Pelosi and Senator Padilla for their support as well as Mayor Breed, Treasure Island Development Authority (TIDA) Chair Fei Tsen and Commissioner Haney for their leadership in advocating for the project.

Chair Mandelman continued by sharing that they will prepare to compete for the funding opportunities with the reauthorization of their transportation sales tax, being discussed by staff at a virtual Town Hall at 6 p.m. on November 16. He extended an invite to all interested members of the public to tune in and provide input on how best to prioritize these critical local funds that will serve as local match and seed money to develop their projects to compete for grants.

Lastly, Chair Mandelman acknowledged the anniversary of World Day of Remembrance for Road Traffic Victims. He shared that this year's event would be held Sunday, November 21 at 3 p.m. at City Hall. He said that the program was organized by Walk San Francisco (WalkSF) and is open to all. He continued sharing that together, participants will create a memorial in front of City Hall, honoring those who have been hurt and killed in traffic crashes, and they would recommit themselves to eliminating these preventable deaths and injuries. He noted that he would be out of town and would miss the event but he has asked staff to agendaize a Vision Zero hearing for their second December Transportation Authority Board meeting. He concluded saying that he looks forward to hearing the City's updates and engaging in the discussion about how they can continue to take action.

During public comment, David Pilpel said that with regard to the federal funding issue, he is concerned about the Public Employee Pension Reform Act in California and how it would impact federal transit funding. He asked if the Transportation Authority could provide a letter of support to help resolve this issue. Additionally, given the news of the federal RAISE grant, he suggested that staff utilize Congressmember Spear to help advocate for San Francisco priorities in her last year of office.

4. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

There was no public comment.

5. Approve the Minutes of the October 26, 2021 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Safai,



Stefani, and Walton (9)

Absent: Commissioners Peskin and Ronen (2)

Consent Agenda

6. [Final Approval] Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 Contracts - ACTION

Commissioner Preston moved to approve the consent agenda, seconded by Commissioner Chan.

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

Ayes: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Safai, Stefani, and Walton (9)

Absent: Commissioners Peskin and Ronen (2)

End of Consent Agenda

7. State and Federal Legislation Update - INFORMATION

Amber Crabbe, Public Policy Manager, and Jason Tai, Principal at Tai Ginsberg + Associates, federal legislative advocate for the Transportation Authority, presented this item per the staff memorandum.

During public comment, Roland Lebrun stated the Transportation Authority should not be talking about supporting the High Speed Rail Authority (HSRA) when talking about supporting the overall project. He said that by statute, the HSRA did not have the exclusive right to design, build, or finance high speed rail. He asked the Transportation Authority to support the electrification of Caltrain to Gilroy.

Anastasia Yovanopoulos said she was glad to hear that more state and federal funding would be available for transit and added that she hoped someone would make sure it would come to San Francisco.

Aleta Dupree stated that she supported the High Speed Rail project, but it was currently a train to nowhere unless the segments from the Central Valley to San Jose and from Bakersfield to Los Angeles were completed. She added that these gaps needed to be filled in, similar to the way the gaps in the interstate highway system were filled in many years ago. She asked the Transportation Authority to support that effort.

8. Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - ACTION*

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

Commissioner Chan noted that she was aware of and supported the proposed changes in Prop K funds programmed to Geary Bus Rapid Transit Phase 2 in the Strategic Plan, but would like to dive deeper to provide additional transparency on how these changes in funding would impact the project. She noted that funds coming off of Geary would fund additional projects including the 5 Fulton, 14 Mission and 30 Stockton Muni Forward projects that support access to and from District 1.



Anna LaForte, Deputy Director for Policy and Programming, responded that the reduction in programming for the Geary Bus Rapid Transit Phase 2 was one of the most significant changes proposed in the Strategic Plan. Ms. LaForte noted that Item 10 on the agenda involved San Francisco Municipal Transportation Agency (SFMTA) requesting to use an existing Prop K grant, approved in 2015 for early design of the center-running alignment, to instead be used for a side-running alignment. Ms. LaForte noted one of the aspects of the side-running alignment was the significantly lower cost. When the prior Strategic Plan was approved in 2018, she said, the total Prop K funding for the project was at \$33 million, with a total project cost of \$240 million. She remarked that what is being done as part of the Strategic Plan update, is to recommend and preserve \$10 million in funding for Geary Bus Rapid Transit, and to reprogram the other funding to Muni Forward projects that are ready to go and are planning to request construction funding in the current year. Ms. LaForte continued saying that the construction would make some interim changes permanent with respect to priority lanes that have been in effect in the last few years. Thus, she added, there would be \$10 million remaining for Geary Bus Rapid Transit Phase 2, which is about 20% of the estimated \$50 million cost for design and construction of the side-running alignment. Ms. LaForte said that this would still allow the match to federal grants or other discretionary funding for which the project is expected to be very competitive.

Commissioner Chan asked for clarification on the total cost of Phase 2 of the center-running Geary Bus Rapid Transit project.

Ms. LaForte responded that the total cost was approximately \$240 million.

Commissioner Chan noted that if the community chose to have a side-running alignment, the total cost of the project would be around \$50 million. She asked if it was consistent with the 20% of the amount for design and construction for Prop K, the amount would be reduced from \$30 million to \$10 million.

Ms. LaForte responded that they are viewing it as a commensurate reduction in funding given the commensurate reduction in cost.

Commissioner Chan noted that District 1 still receives funding via the reduced Geary Bus Rapid Transit amount, in addition to the 5 Fulton project. She said the other Muni Forward projects help increase citywide connectivity and still provide significant value and asked if that was accurate.

Ms. LaForte responded affirmatively and noted a small placeholder of \$3 million for yet to be identified future Muni Forward improvements. Ms. LaForte noted that the Transportation Authority would be working with SFMTA to identify and bring forward plan for this funding.

Commissioner Chan responded by thanking the Transportation Authority for working on the changes with SFMTA and her office, specifically with regards to providing funding for the 5 Fulton which would cost about \$6.4 million. She said that the Transportation Authority staff had also worked with Phil Ting who allocated \$1.6 million in State funds to complete the funding plan. She reiterated support for this change and asked that staff continue to be transparent about the changes to the Geary Bus Rapid Transit project.



Commissioner Mar gave thanks to Mr. Reeves, Ms. LaForte and staff along with SFMTA for their work on the Prop K Strategic Plan priorities. Commissioner Mar continued by noting the investments in Westside rail, in specific the Geary/19th Avenue corridor strategy, stating that the pandemic emphasized the need to serve trips between neighborhoods throughout the city. Commissioner Mar continued by stating that north/south trips on the west side of San Francisco have been underinvested in and having a long-term strategy to bring rail to the 19th Avenue/Geary corridor would be necessary to meet climate and sustainability goals. Commissioner Mar noted that with Commissioner Melgar, a hearing in Land Use and Transportation Committee was convened earlier in the week on the need to plan for land use for transportation improvements particularly on the westside to meet future planned increases in housing density.

During public comment, Aleta Dupree said signal timing would help buses reduce congestion. She said a smart signal system is an equity priority for those that are transit dependent, adding that paratransit is important, and those using the service should not have to wait. With respect to the new signal contracts that are relying on lower Transportation Network Companies (TNC) revenues, Ms. Dupree encouraged people to "do their part" to increase TNC tax revenues as TNC rides are cheaper than automobile ownership. In terms of Communications Based Train Control, she said that signal work is a priority, and encouraged the funding of these worthy projects.

David Pilpel shared his support for the Geary project and said he wondered if moving from the center-running alignment to the side-running alignment required any additional environmental review. With regards to \$3.5 million to study westside rail projects, he said he has no objection to doing the planning project but the cost in his opinion seems significant given that there is not a need for a large-scale westside rail project. Mr. Pilpel continued to note that the land use and density on the westside does not support future rail projects now or in the future.

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

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Stefani, and Walton (8)

Absent: Commissioners Peskin, Ronen, and Safai (3)

9. 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

Anna LaForte, Deputy Director for Policy and Programming, and Camille Guiriba, Senior Transportation Planner, presented the item.

Chair Mandelman asked if the Transit Signal Priority (TSP) program was making a positive impact.

Ms. LaForte responded that the agenda packet included an effectiveness evaluation report from 2019 and invited SFMTA staff to respond more fully.

Liliana Ventura, SFMTA, added that the findings of the 2019 report revealed that TSP improved passenger trip times through a corridor by 2% - 3%, even though TSP may



not have been installed at all the signalized intersections on those corridors. Ms. Ventura also noted that the report found a 13% reduction in the time that buses were stopped. She said SFMTA's next evaluation would look at smaller corridor segments in which TSP had been implemented at all the signalized intersections.

Chair Mandelman asked what level of improvement SFMTA expected the program to ultimately yield on completion of the program.

Ms. Ventura answered that 10% reduction in passenger trip times along fully equipped corridors was likely.

Chair Mandelman asked how soon that level of benefit would be achieved.

Ms. Ventura said SFMTA's next program evaluation, anticipated in 2022, would give an indication of progress toward meeting that level of benefit.

Chair Mandelman asked about the cost of the project to date.

Ms. Ventura answered that the TSP program expended between \$10 million and \$12 million. She said the original estimate for completion was \$30 million but the scope and cost were reduced to meet budget constraints. Ms. Ventura said the original scope included every signalized intersection along every transit route, whereas the scope of the pending request was to install TSP at the intersections along Muni Rapid routes that had been skipped when TSP had first been implemented along those corridors. She said the program would also prioritize segments needed by emergency response vehicles.

Chair Mandelman commented that nearly a decade of work had gone into the TSP program with relatively modest results.

Commissioner Safai expressed support for the Mission/Geneva Safety project, saying that it was much needed and that a woman had lost her life the previous year due to the conditions in those corridors.

During public comment, Aleta Dupree expressed support for the TSP program, and said the city should set a goal to implement TSP on all signals along transit routes. She said that the effectiveness of TSP would be reduced unless implemented with maximum continuity. She also expressed support for the Mission/Geneva projects, saying the many trip hazards and potholes along those corridors were problematic in an area with such a large population of elderly residents.

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

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Safai, Stefani, and Walton (9)

Absent: Commissioners Peskin and Ronen (2)

10. 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 Transportation Modeler, and Liz Brisson, Major Corridor Manager with SFMTA presented the item.



Commissioner Chan said that Phase 1 of Geary Bus Rapid Transit was a success and stated her belief that lessons learned from Phase 1 and Van Ness Bus Rapid Transit project supported the revised design. She shared that she was appreciative of the SFMTA and Transportation Authority staff's critical thinking on the project, specifically on the block by block design. She said she also believed that the pandemic changed the Richmond significantly due to shared spaces, slow streets, and some of the road closures. With regard to the side running lanes from Stanyan to 34th Avenue, she said it was a worthwhile discussion to be had over the coming year. Commissioner Chan said she wanted to make sure that the city continued the conversation with the community, because due to the pandemic, it is hard to tell if the community is aware of the significant changes to the project design. She said the public outreach is a critical phase because the public needs to understand the trade-offs.

Commissioner Chan suggested making an amendment to the staff recommendation, with the amendment including that the Board reviews the block by block design, cost estimates, and funding plan and ensuring that there is a diverse and inclusive second round of outreach.

Ms. LaForte explained that there was already a condition in the recommendation stating that prior to outreach round 2, SFMTA would provide preliminary materials. She asked if Commissioner Chan wanted to see stronger language.

Commissioner Chan explained that she specifically wanted funds held and then released after the Board reviewed the block by block design and preliminary cost and benefits calculations.

Ms. Brisson stated that she had already set up meetings to coordinate with Commissioner Chan's office and that SFMTA would not have a cash flow issue if some of the funds were placed on reserve.

Commissioner Chan expressed her appreciation for the work Ms. Brisson has been doing to coordinate with her office.

Chair Mandelman said that this was a good example of not allowing the perfect be the enemy of the good in that the original project had some issues and that a modified design could meet the project goals more effectively. Chair Mandelman noted that he has been hearing about bus rapid transit on Geary for 20 years, but the proposed side running lane design does not really feel like bus rapid transit. Chair Mandelman asked for SFMTA staff to speak to the tradeoffs.

Ms. Brisson agreed with Chair Mandelman and said that the tradeoffs were that with a center running transitway, the lanes were more protected, whereas with side running bus lanes, cars were allowed access to the bus lanes to turn or park. She said the center running design would not allow for differentiated local and rapid stops and would lose time at center-to-side and side-to-center transitions. Ms. Brisson stated that SFMTA staff expects the overall performance to be roughly similar between the two design options. She said other differences between the two alternatives were construction impacts and parking impacts because the side running transit lanes cause more loss of parking. She continued by saying the side running design is also significantly cheaper than the center running alignment.



Chair Mandelman noted that a tradeoff of the side running bus lanes is not having a protected busway, but it would allow for a better limited stop service while not losing local stops. He asked if Van Ness Bus Rapid Transit had the same issue.

Ms. Brisson responded by saying that Van Ness does not have tiered service.

Chair Mandelman asked which was environmentally superior alternative.

Ms. Brisson responded that she thought the locally preferred alternative was chosen as environmentally superior, but there were no big differences across the scenarios.

Executive Director Chang reminded the commissioners that level-of-service was the California Environmental Quality Act (CEQA) metric back then, but that vehicle miles traveled is the metric now, so the environmental assessment might be a bit different with the current metric.

During public comment Mr. Pilpel stated that the side running alternative qualifies as bus rapid transit. He said he supports the design change and suggested that the Transportation Authority develop a more consistent approach for evaluating major corridor projects in the future. Additionally, he suggested defining major corridors and having a consistent process for scope and communication as he thinks this would be helpful for staff, the public, decision makers.

Christopher Peterson stated that with the new design it would be crucial to minimize problems with double parked cars and delivery vehicles. He said that those could be big enough issues to remove many of the benefits. He said that he thinks Phase 2 is quite different from Phase 1 and success in Phase 1 might not be duplicated in Phase 2. Mr. Peterson said he was concerned that the amendment gives one commissioner veto power over the design and that he did not think that one commissioner should have that power.

A caller indicated that they support side-running bus lanes. They said side running bus lanes reduced conflicts with people crossing extra lanes to get to bus stops and center running lanes require more construction which is more difficult and takes longer and also makes it more difficult to change plans in the future.

Ms. LaForte clarified the language for the proposed amendment. She stated that she understood Commissioner Chan's motion was to amend the staff recommendation to put \$1.2 million of this funding on reserve, to be released by the Board, pending agreement between the District 1 Supervisor's Office, Transportation Authority staff, and SFMTA staff on the proposed draft project designs on a block-by-block basis and review of preliminary assessment of benefits and impacts, cost estimate and funding plan, and draft outreach materials for public outreach round 2.

Commissioner Chan made a motion to amend the item, seconded by Commissioner Walton.

The motion to amend was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Safai, Stefani, and Walton (9)

Absent: Commissioners Peskin and Ronen (2)

Commissioner Chan made a motion to approve the item as amended, seconded by



Commissioner Walton.

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Safai, Stefani, and Walton (9)

Absent: Commissioners Peskin and Ronen (2)

11. San Francisco Municipal Transportation Agency Transit Recovery Update - INFORMATION

Julie Kirschbaum, Director of Transit with SFMTA presented this item.

Commissioner Preston thanked the other commissioners and SFMTA for their work to help release the new plan and acknowledged their commitment to respond to the changes requested by the commissioners and other advocacy groups. He added that prior to the restoration plan there was frustration that there wasn't a SFMTA commitment to releasing a plan of 100% pre-pandemic restoration and restoring all the suspended lines. He added that the Board has been clear on pushing for restoration, and with that are critical of the survey that was being used to frame the options for service restoration. Commissioner Preston noted the plan that was presented makes some very significant changes, and he thanked Ms. Kirschbaum for her leadership in moving the conversation forward. He stated that the plan is not perfect, but it restores many of the lines that the advocates in his office, on the Board, and the public have demanded since last year. He added that the proposed restorations are major, specifically in his district for Japantown and the Western Addition, and other parts of the city.

With regard to District 5 proposed restorations, Commissioner shared that the 6 Parnassus, 21 Hayes, and the 43 Masonic would be huge improvements, and added that he is appreciative and encouraged to see the restoration of the 8 AX Bayshore and BX, which are essential lines in the city. Commissioner Preston reiterated that the suspension of lines with no commitment to return, created a major rift between transit riders and SFMTA, consuming a lot of their time and energy. He said he firmly believes that the proposal presented offered hope that SFMTA is embarking on a new path to unify elected officials, riders and operators to restore and expand public transit for the future. He added that to the extent the changes are not full restoration, such as lower frequencies and shortened lines, his hope is that they are temporary issues, and they will revert back to restoring the lines in the next round of service expansions.

Commissioner Preston reiterated that the February 2022 plan is a major step in the right direction and urged the Board to share their views on the proposed plan with SFMTA. He thanked SFMTA for making the commitment to Muni service restoration, and the advocates and Muni riders, who have made their voice loud and clear in demanding their lines back. He also thanked the workers and operators who are working to envision a build a greener future, and he is looking forward to advocating with them for public transit.

Chair Mandelman noted that he spoke on the J- line option at the Government Audit and Oversight Committee meeting and thanked SFMTA for their efforts in responding to some of the concerns that he raised. Chair Mandelman added that he is happy to see many of the changes that were made during the pandemic have



improved service in the tunnel for all lines except the J-line. He said that has come at a cost to those who live in Noe Valley, and it is pretty clear that the SFMTA believes that putting a number of J trains back into the tunnel, that were running into the tunnel prior to the pandemic, would compromise service in the tunnel for all riders. He added that service in the tunnel prior to the pandemic was one of the biggest problems in their system. He said the current J line is not working and he does not think option 1 is the right answer but going with either option 2 or 3 as they have evolved is an open question. He shared that his concern with option 2 is taking the current number of trains that are running and having them run along the longer line, with pretty clear resistance of adding more J lines, condemns J riders to having worse service than they had prior to the pandemic. He added however, that option 2 would be attractive if there was a commitment to maintaining at least the current level of service on the surface through trains that were terminated and were brought back, along with additional lines going into the tunnel. Chair Mandelman also reiterated that they need to find ways to get 1 seat rides into downtown, which is reflected as an effort in option 3. He continued by stating that half hour service doesn't sound great, and they will be advocating for more than that if there is demand. He added that he appreciates SMFTA's willingness to respond to the Board and members of the community.

During public comment, Kathy Setian expressed their support for the J Church option 2 of the recommendation and communicated their frustration with the lack of community input and outreach from SFMTA when the new recommendation of option 3 was added.

Edward Mason expressed his support for J Church option 2. He noted that the presentation that was made on the automatic train control system, indicated that the future system would be less reliable than as planned. With respect to the 48 line on Grandview Avenue, Mr. Mason stated that the system has been eliminated although the Muni presentation mentioned that it is within one quarter mile. He closed by stating that the any Muni documentation should be severely scrubbed and understood.

Aleta Dupree said she supports option 2 and she's maintained the importance of bringing the J train in and out of the subway. She said that she believes they can manage the subway line with multiple services. She asked that Muni rise to the level of being able to manage time slots, just as they do in New York.

Karen Kennard thanked SFMTA for the presentation and asked why SFMTA is listening to all riders but the Noe Valley J-rider community. They noted that forcing transfers unduly burdens seniors, and that SMFTA's technical analysis supports option 2. With regard to option 3 being removed, Ms. Kennard noted that decisions made without the benefit of the input from the riders they are trying to retain are bad decisions.

David Pilpel, agreed with the previous caller and suggested that if they operate the four trains: J, KT, M, and N-line, every 10 minutes in the subway, it would be doable without congestion. They added that there needs to be more daylight service, as they are providing too much service at night when it isn't needed. They also noted that the main point is coverage, with routes and span of service with sufficient capacity by way of headways and frequency and appropriate vehicle size. They said that they can



continue to work on details in future rounds, but they should increase the service and decrease as demand warrants, and above the level of the minimum policy.

Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

13. Public Comment

During public comment Anastasia Yovanopoulos stated that things would have gone smoother if the SFMTA asked Muni riders about their needs and plans for service restoration first, prior to paying a consulting firm. As a transit dependent senior in District 8 with mobility issues, they said that they would appreciate not having to navigate across tracks, traffic and high intersections at Church and Market streets, just to transfer to the underground to go downtown, as it is too risky and disruptive. They added that they would like to resume riding free of charge using their Clipper Card to get to medical and dental appointments downtown.

A caller voiced their support for option 2. They said the J-line has been running into downtown for decades and individuals and businesses heavily rely on it. They said that if they're going to make a change, it will curtail service, with a significant impact on elderly and disabled people. They added that there is no technical data supporting option 1, and the forced transfer is a violation of the Americans with Disabilities Act (ADA) that should be looked into.

Aleta Dupree stated that the major goal should be to build a city that is more accessible and user friendly and added that they should work hard on their congestion pricing. She said that all the transportation modes are complementary and should not be pitted against each other and asked that they use their ability to fund projects that follow the basic values of equitable mobility for all.

14. Adjournment

The meeting was adjourned at 12:42 p.m.

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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 hereby 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



San Francisco
County Transportation
Authority

Agenda Item 4
December 1, 2021

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.



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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



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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*



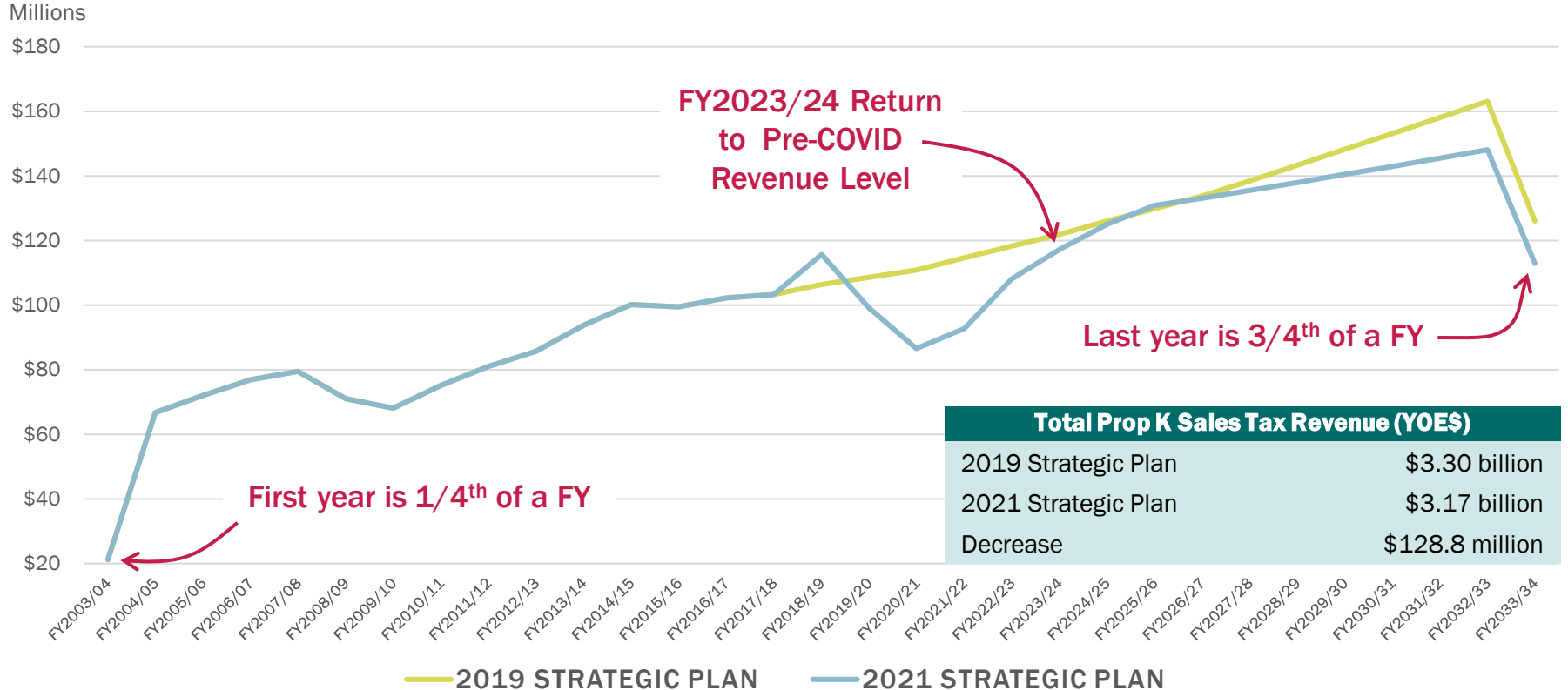
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34 30-Year Revenue Projections (YOEs)



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 (YOEs\$)



36 30-Year Revenues and Expenditures Comparison



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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, & Admin	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



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- 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



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- 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
- Junipero Serra Pavement Renovation
 - \$4.4M to fully fund construction phase



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Thank you



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2021 Prop K Strategic Plan Update - Summary of Changes

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	<p>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.</p> <p>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 center-running BRT alignment. The reduction in Prop K funds is commensurate with the reduced project cost.</p> <p>See enclosed Project Information Forms for details.</p>	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	<p>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.</p>	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	<p>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.</p> <p>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.</p>	FY2028/29	FY2027/28
9	Ferry		FY2027/28	FY2023/24

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
10	Extension of Honeybus Lines/Motor Coach Conversion		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	<p>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.</p> <p>5YPP Amendment to reprogram \$2.75M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements Placeholder in FY2022/23.</p> <p>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.</p> <p>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.</p> <p>See enclosed Project Information Forms for details.</p>	FY2021/22	FY2021/22
17B	New and Renovated Vehicles BART		FY2032/33	FY2031/32
17M	New and Renovated Vehicles MUNI	<p>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.</p>	FY2020/21	FY2022/23

2021 Prop K Strategic Plan Update - Summary of Changes

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 in-house 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

2021 Prop K Strategic Plan Update - Summary of Changes

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 fiscal 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/SR1 Traffic 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

2021 Prop K Strategic Plan Update - Summary of Changes

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	<p>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.</p> <p>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.</p>	FY2032/33	FY2031/32
34	Street Resurfacing, Rehabilitation, and Maintenance	<p>5YPP amendment as follows:</p> <ul style="list-style-type: none"> -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. <p>See enclosed Project Information Forms for details.</p>	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

2021 Prop K Strategic Plan Update - Summary of Changes

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	<i>FY2023/24</i>
39	Bicycle Circulation and Safety		FY2025/26	<i>FY2023/24</i>
40	Pedestrian Circulation and Safety		FY2027/28	<i>FY2026/27</i>
41	Curb Ramps		FY2032/33	<i>FY2031/32</i>
42	Tree Planting and Maintenance		FY2032/33	<i>FY2031/32</i>
43	Transportation Demand Management / Parking Management		FY2028/29	<i>FY2027/28</i>
44	Transportation/Land Use Coordination		FY2027/28	<i>FY2025/26</i>

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.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
TRANSIT																							
1	Bus Rapid Transit/Muni Metro Network	\$ 115,712,826	6.83%	Programming	\$ 101,488,213	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 5,492,164		
				Finance Costs	\$ 7,900,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 109,388,266	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	\$ 5,492,164	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming	\$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 964,968	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 277,267,528	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)	\$ -	\$ -	\$ 7,950,000	\$ 40,065,950	\$ 11,100,831	\$ 5,225,103	\$ 5,629,859	\$ 10,278,626		
				Finance Costs	\$ 40,724,814	\$ -	\$ -	\$ 1,304,947	\$ 835,336	\$ 573,722	\$ 416,877	\$ 286,215	\$ 697,384	\$ 611,199	\$ 247,188	\$ 264,402	\$ 327,616	\$ 206,761	\$ 311,902	\$ 1,001,786	\$ 2,391,585		
				Total	\$ 274,161,209	\$ -	\$ 20,350,000	\$ 14,179,947	\$ 15,664,336	\$ 54,975,855	\$ 8,501,727	\$ 18,486,215	\$ (1,803,950)	\$ 611,199	\$ 247,188	\$ 8,214,402	\$ 40,393,566	\$ 11,307,592	\$ 5,537,006	\$ 6,631,645	\$ 12,670,211		
6	Electrification	\$ 23,912,429	21.30%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ -	\$ -		
				Finance Costs	\$ 5,092,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,053	\$ 82,471	\$ 222,029	
				Total	\$ 25,992,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,053,053	\$ 82,471	\$ 222,029
7	Capital Improvement Program	\$ 23,212,553	11.33%	Programming	\$ 20,100,423	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,901,300	\$ 1,730,000	\$ 340,000	\$ 149,799	\$ 149,998	\$ 1,014,868	\$ 844,931	\$ 1,437,571	\$ 1,095,729	\$ 1,795,947	\$ 529,955		
				Finance Costs	\$ 2,628,837	\$ -	\$ -	\$ -	\$ -	\$ 6,085	\$ 10,712	\$ 34,003	\$ 9,711	\$ 31,427	\$ 13,389	\$ 9,711	\$ 6,813	\$ 1,114	\$ -	\$ -	\$ -	\$ 17,338	\$ 85,516
				Total	\$ 22,729,260	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,907,385	\$ 1,740,712	\$ 374,003	\$ 181,226	\$ 163,387	\$ 1,024,579	\$ 851,744	\$ 1,438,685	\$ 1,095,729	\$ 1,813,285	\$ 615,472		
8	BART Station Access, Safety and Capacity	\$ 10,731,431	10.10%	Programming	\$ 9,514,960	\$ -	\$ 564,417	\$ 2,015,047	\$ -	\$ -	\$ -	\$ -	\$ 306,953	\$ -	\$ -	\$ 528,300	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 327,025		
				Finance Costs	\$ 1,084,366	\$ -	\$ -	\$ -	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 11,065	\$ 6,135	\$ 2,847	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,660	
				Total	\$ 10,599,326	\$ -	\$ 564,417	\$ 2,015,047	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 318,018	\$ 6,135	\$ 2,847	\$ 529,299	\$ 2,030,000	\$ -	\$ 653,092	\$ -	\$ 366,685		
9	Ferry	\$ 5,132,424	7.64%	Programming	\$ 4,733,620	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000		
				Finance Costs	\$ 391,982	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,125,602	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 210,000
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,067,534	0.24%	Programming	\$ 8,803,818	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 21,944	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 8,825,762	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,772,386	0.91%	Programming	\$ 4,634,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 43,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 4,677,691	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,336,268	4.11%	Programming	\$ 1,222,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 54,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,277,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ 9,277,518	5.00%	Programming	\$ 8,623,524	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ 700,000		
				Finance Costs	\$ 464,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 9,087,676	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ 700,000
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,569,004	0.25%	Programming	\$ 7,352,253	\$ -	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -		
				Finance Costs	\$ 18,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 7,370,993	\$ -	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 5,535,968	13.15%	Programming	\$ 4,694,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ -	\$ -		
				Finance Costs	\$ 728,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ 63,973	
				Total	\$ 5,423,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 4,592,490	\$ (4,179)	\$ -	\$ 9,819	\$ 63,973	
16	Other Transit Enhancements	\$ 12,599,099	7.50%	Programming	\$ 11,247,658	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -	\$ (54,416)		
				Finance Costs	\$ 944,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 12,192,211	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -	\$ (54,416)		
Total Transit Enhancements (10-16)	\$ 50,157,777	4.54%	Programming	\$ 46,579,163	\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ -	\$ 645,584			
			Finance Costs	\$ 2,275,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ -	\$ 63,973		
			Total	\$ 48,854,799	\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ -	\$ 709,557			

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
17B	New and Renovated Vehicles-BART	\$ 11,816,904	0.24%	Programming	\$ 11,473,228	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 28,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 11,501,826	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 463,171,264	9.42%	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	\$ 11,413,711		
				Finance Costs	\$ 43,633,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				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	\$ 11,635,165		
17P	New and Renovated Vehicles-Caltrain	\$ 23,633,808	8.44%	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	\$ 3,353,192		
				Finance Costs	\$ 1,993,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				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	\$ 3,353,192		
17U	New and Renovated Vehicles-Discretionary	\$ 82,718,329	17.08%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 14,126,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 91,116,534	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,343	\$ -	\$ -	\$ -	\$ -	
	Vehicles Subtotal	\$ 581,340,306	10.28%	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	\$ 14,766,903		
				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	\$ 14,988,356		
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Total Vehicles	\$ 588,944,239	10.15%	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	\$ 14,766,903		
				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	\$ 14,988,356		
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,959,653	3.72%	Programming	\$ 1,840,376	\$ -	\$ -	\$ 383,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000		
				Finance Costs	\$ 72,878	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 1,913,254	\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,326	9.84%	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	\$ 7,514,655		
				Finance Costs	\$ 7,774,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,436	\$ 201,654	
				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	\$ 7,716,309		
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,592	12.68%	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	\$ 369,601		
				Finance Costs	\$ 1,007,433	\$ -	\$ -	\$ -	\$ -	\$ 42,592	\$ 19,368	\$ 14,470	\$ 29,295	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 10,721	\$ 31,213		
				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	\$ 400,814		
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 9,856,587	0.97%	Programming	\$ 9,535,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 95,744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,631,733	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Facilities Subtotal	\$ 98,799,157	9.06%	Programming	\$ 87,250,411	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 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	\$ 7,884,256		
				Finance Costs	\$ 8,950,612	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 34,158	\$ 232,867		
				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	\$ 8,117,123		
21	Muni MMX O&M	\$ 16,518,835	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Total Facilities	\$ 115,317,992	7.76%	Programming	\$ 104,031,411	\$ -	\$ 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	\$ 7,884,256		
				Finance Costs	\$ 8,950,612	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 34,158	\$ 232,867		
				Total	\$ 112,982,024	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,032,704	\$ 3,791,910	\$ 2,865,159	\$ 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	\$ 8,117,123		

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns for EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Finance Costs, and fiscal years from FY2003/04 to FY2018/19. Rows include items like Signals and Signs, Street Resurfacing, Street Repair, etc., and summary rows for TOTAL STREETS AND TRAFFIC SAFETY, TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES, and TOTAL STRATEGIC PLAN.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34	
TRANSIT																	
1	Bus Rapid Transit/Muni Metro Network	\$ -	\$ -	\$ 22,159,360	\$ 8,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 153,704	\$ 551,411	\$ 1,208,658	\$ 1,244,066	\$ 1,181,163	\$ 1,042,674	\$ 897,067	\$ 736,158	\$ 558,867	\$ 326,283	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	Central Subway (Third Street Light Rail Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 4,801,820	\$ 2,644,557	\$ 6,000,000	\$ 3,000,000	\$ 10,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,263,527	\$ 2,025,384	\$ 1,618,482	\$ 2,501,962	\$ 3,894,196	\$ 3,535,303	\$ 3,181,795	\$ 2,878,109	\$ 2,567,376	\$ 2,234,906	\$ 1,898,661	\$ 1,501,638	\$ 1,146,555	\$ -	\$ -	
		\$ 7,065,346	\$ 4,669,941	\$ 7,618,482	\$ 5,501,962	\$ 14,394,196	\$ 3,535,303	\$ 3,181,795	\$ 2,878,109	\$ 2,567,376	\$ 2,234,906	\$ 1,898,661	\$ 1,501,638	\$ 1,146,555	\$ -	\$ -	
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 235,067	\$ 219,122	\$ 174,086	\$ 266,523	\$ 391,165	\$ 326,596	\$ 297,009	\$ 272,628	\$ 248,284	\$ 223,024	\$ 199,720	\$ 175,785	\$ 186,344	\$ 438,408	\$ 1,121,479	
		\$ 235,067	\$ 219,122	\$ 174,086	\$ 266,523	\$ 391,165	\$ 326,596	\$ 297,009	\$ 272,628	\$ 248,284	\$ 223,024	\$ 199,720	\$ 175,785	\$ 186,344	\$ 438,408	\$ 1,121,479	
7	Capital Improvement Program	\$ 2,908,012	\$ 472,015	\$ 1,502,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ 1,100,000	\$ -	\$ -	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 33,671	\$ 33,881	\$ 32,732	\$ 55,892	\$ 106,699	\$ 95,722	\$ 94,484	\$ 95,726	\$ 98,964	\$ 86,044	\$ 72,944	\$ 57,423	\$ 43,059	\$ -	\$ -	
		\$ 706,646	\$ 33,881	\$ 1,132,732	\$ 55,892	\$ 106,699	\$ 402,336	\$ 416,586	\$ 432,193	\$ 450,932	\$ 86,044	\$ 72,944	\$ 57,423	\$ 43,059	\$ -	\$ -	
9	Ferry	\$ 240,000	\$ (135,905)	\$ 347,000	\$ 335,905	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ 4,447	\$ 4,776	\$ 18,070	\$ 30,304	\$ 44,171	\$ 47,727	\$ 54,845	\$ 49,251	\$ 43,316	\$ 37,458	\$ 30,771	\$ 26,846	\$ -	\$ -	
		\$ 240,000	\$ (131,459)	\$ 351,776	\$ 353,975	\$ 1,330,304	\$ 44,171	\$ 47,727	\$ 54,845	\$ 49,251	\$ 43,316	\$ 37,458	\$ 30,771	\$ 26,846	\$ -	\$ -	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,891,422	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,944	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,913,366	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	\$ 545,986	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ 5,472	\$ 6,561	\$ 5,969	\$ 5,900	\$ 5,932	\$ 6,107	\$ 6,474	\$ 7,143	\$ 4,654	\$ 645	\$ -	\$ -	
		\$ 374,809	\$ -	\$ 545,986	\$ 5,472	\$ 6,561	\$ 51,757	\$ 53,579	\$ 55,461	\$ 57,739	\$ 60,224	\$ 60,414	\$ 4,654	\$ 645	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ (1)	\$ -	\$ 748,000	\$ 1,208,408	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 2,753	\$ 24,325	\$ 54,922	\$ 49,439	\$ 48,541	\$ 48,583	\$ 49,698	\$ 52,243	\$ 59,610	\$ 45,203	\$ 28,834	\$ -	\$ -	
		\$ (1)	\$ -	\$ 750,753	\$ 1,232,733	\$ 54,922	\$ 350,095	\$ 362,409	\$ 375,157	\$ 390,578	\$ 407,285	\$ 452,707	\$ 45,203	\$ 28,834	\$ -	\$ -	
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 53,313	\$ 38,554	\$ 57,471	\$ 83,688	\$ 69,189	\$ 62,072	\$ 55,892	\$ 49,530	\$ 42,672	\$ 35,592	\$ 27,001	\$ 17,259	\$ -	\$ -	
		\$ 158,830	\$ 53,313	\$ 38,554	\$ 57,471	\$ 83,688	\$ 69,189	\$ 62,072	\$ 55,892	\$ 49,530	\$ 42,672	\$ 35,592	\$ 27,001	\$ 17,259	\$ -	\$ -	
16	Other Transit Enhancements	\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,027,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ 31,590	\$ -	\$ 151,755	\$ 153,330	\$ 136,963	\$ 122,554	\$ 107,607	\$ 91,349	\$ 74,150	\$ 52,636	\$ 22,619	\$ -	\$ -
		\$ (783,410)	\$ -	\$ 5,750,000	\$ 2,059,300	\$ 151,755	\$ 153,330	\$ 136,963	\$ 122,554	\$ 107,607	\$ 91,349	\$ 74,150	\$ 52,636	\$ 22,619	\$ -	\$ -	
	Total Transit Enhancements (10-16)	\$ 614,159	\$ -	\$ 7,771,636	\$ 3,236,118	\$ -	\$ 3,411,898	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,105,187	\$ 7,604,531	\$ -	\$ -	
		\$ 62,169	\$ 53,313	\$ 41,307	\$ 118,858	\$ 296,926	\$ 281,920	\$ 257,297	\$ 236,337	\$ 216,038	\$ 195,759	\$ 180,654	\$ 136,065	\$ 125,201	\$ -	\$ -	
		\$ 676,327	\$ 53,313	\$ 7,812,943	\$ 3,354,976	\$ 296,926	\$ 3,693,817	\$ 1,463,453	\$ 1,487,373	\$ 1,518,864	\$ 1,552,030	\$ 1,675,643	\$ 1,241,252	\$ 7,729,732	\$ -	\$ -	

2021 Prop K Strategic Plan
 Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,598	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,706,361	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 68,727,687	\$ (455,794)	\$ 13,556,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 230,044	\$ 340,095	\$ 1,495,855	\$ 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	\$ -	\$ -
		\$ 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	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 2,249,999	\$ 1,663,825	\$ 58,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 6,146	\$ 114,444	\$ 211,223	\$ 322,426	\$ 281,120	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -
		\$ 2,249,999	\$ 1,669,971	\$ 172,814	\$ 211,223	\$ 322,426	\$ 281,120	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,242	\$ 1,138,044	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288
		\$ 10,545,950	\$ -	\$ -	\$ -	\$ 1,042,242	\$ 1,138,044	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288
	Vehicles Subtotal	\$ 81,523,636	\$ 1,208,031	\$ 13,614,671	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,970	\$ 4,404,034	\$ 8,006,958	\$ 7,851,567	\$ 6,970,964	\$ 6,375,080	\$ 5,754,369	\$ 5,089,223	\$ 4,449,800	\$ 3,657,218	\$ 9,991,046	\$ 1,769,805	\$ 4,527,288
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 81,523,636	\$ 1,208,031	\$ 13,614,671	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288
		\$ 81,753,680	\$ 1,554,272	\$ 15,224,970	\$ 4,404,034	\$ 8,006,958	\$ 7,851,567	\$ 6,970,964	\$ 6,375,080	\$ 5,754,369	\$ 5,089,223	\$ 4,449,800	\$ 3,657,218	\$ 9,991,046	\$ 1,769,805	\$ 4,527,288
20B	Rehab/Upgrades Existing facilities-BART	\$ -	\$ -	\$ 790,000	\$ -	\$ -	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 381	\$ 6,606	\$ 6,059	\$ 5,972	\$ 5,935	\$ 6,056	\$ 6,393	\$ 7,520	\$ 9,178	\$ 5,392	\$ -	\$ -
		\$ -	\$ -	\$ 790,000	\$ 381	\$ 6,606	\$ 76,039	\$ 78,740	\$ 81,457	\$ 84,767	\$ 88,443	\$ 98,184	\$ 96,241	\$ 5,392	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,500,000	\$ 713,424	\$ 3,059,129	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 190,976	\$ 273,234	\$ 384,075	\$ 656,443	\$ 1,101,087	\$ 974,259	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -
		\$ 1,690,976	\$ 986,659	\$ 3,443,204	\$ 3,456,443	\$ 1,101,087	\$ 974,259	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 730,506	\$ 400,000	\$ 68,378	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,148	\$ 35,207	\$ 49,579	\$ 81,354	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -
		\$ 757,654	\$ 435,207	\$ 117,957	\$ 81,354	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 1,000,000	\$ 4,848,403	\$ -	\$ -	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ -	\$ -
		\$ -	\$ -	\$ 2,486	\$ 10,804	\$ 402	\$ 8,220	\$ 7,745	\$ 6,697	\$ 5,960	\$ 5,605	\$ 7,655	\$ 12,106	\$ 28,064	\$ -	\$ -
		\$ 1,000,000	\$ 4,848,403	\$ 2,486	\$ 10,804	\$ 402	\$ 551,466	\$ 393,958	\$ 406,850	\$ 422,351	\$ 439,001	\$ 487,329	\$ 517,205	\$ 551,477	\$ -	\$ -
	Facilities Subtotal	\$ 3,230,506	\$ 5,961,827	\$ 3,917,507	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,647	\$ 3,548,983	\$ 1,226,374	\$ 1,699,357	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 3,230,506	\$ 5,961,827	\$ 3,917,507	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -
		\$ 3,448,630	\$ 6,270,268	\$ 4,353,647	\$ 3,548,983	\$ 1,226,374	\$ 1,699,357	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns for EP No., EP Line Item, and fiscal years from FY2019/20 to FY2033/34. Rows include categories like Guideways-BART, Guideways-MUNI, Guideways-Caltrain, Guideways-Discretionary, Total Guideways, Total System Maintenance and Renovation, TOTAL TRANSIT, PARATRANSIT, TOTAL PARATRANSIT, STREETS AND TRAFFIC SAFETY, and various street and bridge projects.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34
33	Signals and Signs	\$ 1,542,380	\$ (378,556)	\$ 14,060,428	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,978	\$ 117,252	\$ 107,636	\$ 102,244	\$ 102,234	\$ 130,501	\$ 190,645	\$ 414,243	\$ -	\$ -
		\$ 1,542,380	\$ (378,556)	\$ 14,060,428	\$ 850,000	\$ 1,152,000	\$ 5,092,752	\$ 4,105,102	\$ 4,233,968	\$ 4,401,249	\$ 4,582,897	\$ 5,097,560	\$ 5,434,538	\$ 5,858,970	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 5,702,871	\$ (1,566,378)	\$ 8,963,507	\$ 3,100,000	\$ 2,927,331	\$ 2,405,144	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -
		\$ 5,975,867	\$ (1,266,300)	\$ 9,248,801	\$ 3,674,325	\$ 3,853,774	\$ 3,293,841	\$ 5,584,686	\$ 5,251,454	\$ 5,659,993	\$ 5,897,952	\$ 826,184	\$ 594,571	\$ 281,900	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 1,265,966	\$ 871,364	\$ 908,990	\$ 977,315	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,697	\$ 21,751	\$ 19,317	\$ 17,807	\$ 17,458	\$ 23,915	\$ 37,570	\$ 86,282	\$ -	\$ -
		\$ 1,265,966	\$ 871,364	\$ 908,990	\$ 977,315	\$ 977,976	\$ 1,097,915	\$ 1,070,969	\$ 1,106,203	\$ 1,148,646	\$ 1,194,465	\$ 1,326,567	\$ 1,410,490	\$ 1,508,883	\$ -	\$ -
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 552,659	\$ 884,632	\$ 1,012,238	\$ 837,680	\$ 813,143	\$ 665,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,492	\$ 27,129	\$ 50,194	\$ 46,409	\$ 45,504	\$ 44,521	\$ 44,838	\$ 46,900	\$ 56,040	\$ 67,829	\$ 4,378	\$ -	\$ -
		\$ 552,659	\$ 884,632	\$ 1,017,730	\$ 864,809	\$ 863,337	\$ 711,797	\$ 814,565	\$ 842,307	\$ 875,988	\$ 913,240	\$ 1,013,998	\$ 981,804	\$ 4,378	\$ -	\$ -
38	Traffic Calming	\$ 11,940,998	\$ 10,709,107	\$ 10,928,383	\$ 4,008,360	\$ 4,130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 340,752	\$ 801,774	\$ 806,111	\$ 792,003	\$ 733,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 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	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,339,945	\$ 1,850,523	\$ 4,876,273	\$ 4,599,758	\$ 2,487,758	\$ 178,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 19,697	\$ 125,940	\$ 283,512	\$ 371,390	\$ 363,264	\$ 327,507	\$ 290,756	\$ 251,218	\$ 210,618	\$ 161,699	\$ 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	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 1,439,200	\$ 2,164,507	\$ 4,990,694	\$ -	\$ -	\$ 776,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 27,100	\$ 74,225	\$ 213,696	\$ 249,876	\$ 246,099	\$ 248,202	\$ 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	\$ -	\$ -	
41	Curb Ramps	\$ (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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,447	\$ 29,296	\$ 27,319	\$ 26,492	\$ 27,155	\$ 35,549	\$ 52,774	\$ 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	\$ -	\$ -
42	Tree Planting and Maintenance	\$ 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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 12,986	\$ 33,281	\$ 53,004	\$ 51,636	\$ 48,817	\$ 47,615	\$ 48,742	\$ 61,189	\$ 87,076	\$ 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	\$ -	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 27,600,694	\$ 15,806,385	\$ 56,556,455	\$ 29,387,695	\$ 20,185,044	\$ 15,194,444	\$ 18,455,474	\$ 17,002,035	\$ 17,033,965	\$ 17,742,095	\$ 12,261,691	\$ 12,841,120	\$ 12,359,334	\$ -	\$ -
		\$ 1,095,677	\$ 1,000,846	\$ 851,517	\$ 1,917,313	\$ 3,479,024	\$ 3,573,166	\$ 3,536,166	\$ 3,313,289	\$ 3,027,479	\$ 2,750,942	\$ 2,250,584	\$ 1,871,458	\$ 1,648,474	\$ -	\$ -
		\$ 28,696,371	\$ 16,807,231	\$ 57,407,972	\$ 31,305,008	\$ 23,664,068	\$ 18,767,609	\$ 21,991,639	\$ 20,315,324	\$ 20,061,445	\$ 20,493,036	\$ 14,512,276	\$ 14,712,579	\$ 14,007,808	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																
43	Transportation Demand Management / Parking Management	\$ 450,000	\$ 790,000	\$ 1,686,610	\$ 1,010,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,295	\$ 62,000	\$ 118,671	\$ 114,453	\$ 112,891	\$ 114,265	\$ 118,123	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
		\$ 450,000	\$ 790,000	\$ 1,708,905	\$ 1,072,000	\$ 223,671	\$ 506,031	\$ 524,911	\$ 545,265	\$ 570,732	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 605,278	\$ 1,472,492	\$ 2,337,148	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 37,330	\$ 110,511	\$ 236,440	\$ 214,944	\$ 215,510	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
		\$ 605,278	\$ 1,472,492	\$ 2,374,478	\$ 2,360,511	\$ 486,440	\$ 688,176	\$ 793,487	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 1,055,278	\$ 2,262,492	\$ 4,023,758	\$ 3,260,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 59,625	\$ 172,511	\$ 355,110	\$ 329,397	\$ 328,402	\$ 305,681	\$ 284,351	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
		\$ 1,055,278	\$ 2,262,492	\$ 4,083,383	\$ 3,432,511	\$ 710,110	\$ 1,194,206	\$ 1,318,398	\$ 736,681	\$ 736,961	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 147,819,237	\$ 52,387,148	\$ 149,929,580	\$ 73,536,804	\$ 58,070,916	\$ 40,434,387	\$ 30,583,265	\$ 32,038,488	\$ 32,615,573	\$ 33,126,622	\$ 28,815,072	\$ 28,810,894	\$ 28,546,849	\$ -	\$ -
		\$ 5,463,797	\$ 5,239,251	\$ 6,165,891	\$ 12,911,772	\$ 23,437,888	\$ 22,580,169	\$ 21,014,235	\$ 19,265,628	\$ 17,407,692	\$ 15,444,400	\$ 13,341,789	\$ 11,107,063	\$ 8,516,463	\$ 2,208,212	\$ 5,648,766
		\$ 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

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
TRANSIT																							
1	Bus Rapid Transit/Muni Metro Network	\$ 115,712,826	6.83%	Programming	\$ 101,488,213	\$ 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	\$ 3,167,906	\$ 6,959,980		
				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	\$ 3,167,906	\$ 6,959,980		
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming	\$ 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		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				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	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -	\$ -	
4	Geary Light Rail	\$ -		Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 277,267,528	14.69%	Programming	\$ 233,436,395	\$ -	\$ 309,000	\$ 32,784,000	\$ 1,172,099	\$ 12,609,714	\$ 22,034,368	\$ 7,423,790	\$ 19,243,327	\$ 7,075,000	\$ 1,109,907	\$ 16,519,570	\$ 16,780,407	\$ 27,652,931	\$ 16,144,980	\$ 11,123,840	\$ 4,858,278		
				Finance Costs	\$ 40,724,814	\$ -	\$ -	\$ 1,304,947	\$ 835,336	\$ 573,722	\$ 416,877	\$ 286,215	\$ 697,384	\$ 611,199	\$ 247,188	\$ 264,402	\$ 327,616	\$ 206,761	\$ 311,902	\$ 1,001,786	\$ 2,391,585		
				Total	\$ 274,161,209	\$ -	\$ 309,000	\$ 34,088,947	\$ 2,007,435	\$ 13,183,435	\$ 22,451,245	\$ 7,710,005	\$ 19,940,711	\$ 7,686,199	\$ 1,357,095	\$ 16,783,972	\$ 17,108,023	\$ 27,859,692	\$ 16,456,883	\$ 12,125,627	\$ 7,249,863		
6	Electrification	\$ 23,912,429	21.30%	Programming	\$ 20,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,762,712	\$ 4,312,253	\$ 1,274,704		
				Finance Costs	\$ 5,092,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,053	\$ 82,471	\$ 222,029	
				Total	\$ 25,992,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,775,765	\$ 4,394,724	\$ 1,496,733
7	Capital Improvement Program	\$ 23,212,553	11.33%	Programming	\$ 20,100,423	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,355,342	\$ 1,358,776	\$ 1,602,900	\$ 749,171	\$ 437,142	\$ 265,546	\$ 161,363	\$ 13,628	\$ 197,185	\$ 2,517,331	\$ 2,274,740		
				Finance Costs	\$ 2,628,837	\$ -	\$ -	\$ -	\$ -	\$ 6,085	\$ 10,712	\$ 34,003	\$ 31,427	\$ 13,389	\$ 9,711	\$ 6,813	\$ 1,114	\$ -	\$ -	\$ 17,338	\$ 85,516		
				Total	\$ 22,729,260	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,361,427	\$ 1,369,488	\$ 1,636,903	\$ 780,599	\$ 450,532	\$ 275,257	\$ 168,176	\$ 14,741	\$ 197,185	\$ 2,534,669	\$ 2,360,257		
8	BART Station Access, Safety and Capacity	\$ 10,731,431	10.10%	Programming	\$ 9,514,960	\$ -	\$ 189,942	\$ -	\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 212,915	\$ -	\$ -	\$ 306,953	\$ 36,510	\$ 71,566	\$ 51,270	\$ 66,045	\$ 687,456	\$ 2,206,468		
				Finance Costs	\$ 1,084,366	\$ -	\$ -	\$ -	\$ 59,080	\$ 36,799	\$ 12,456	\$ 8,085	\$ 11,065	\$ 6,135	\$ 2,847	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,660	
				Total	\$ 10,599,326	\$ -	\$ 189,942	\$ -	\$ 1,686,383	\$ 538,072	\$ 60,487	\$ 221,000	\$ 11,065	\$ 6,135	\$ 309,800	\$ 37,509	\$ 71,566	\$ 51,270	\$ 66,045	\$ 687,456	\$ 2,246,128		
9	Ferry	\$ 5,132,424	7.64%	Programming	\$ 4,733,620	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ 1,353	\$ -	\$ -	\$ -	\$ 864,500	\$ 435,500	\$ -	\$ -	\$ -	\$ -	\$ 880,000		
				Finance Costs	\$ 391,982	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 5,125,602	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ 1,353	\$ -	\$ -	\$ -	\$ -	\$ 864,500	\$ 435,500	\$ -	\$ -	\$ -	\$ -	\$ 880,000	
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,067,534	0.24%	Programming	\$ 8,803,818	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ 21,944	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 8,825,762	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
13	Balboa Park BART/MUNI Station Access	\$ 9,277,518	5.00%	Programming	\$ 8,623,524	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 791,303	\$ 76,389		
				Finance Costs	\$ 464,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,087,676	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 791,303	\$ 76,389		
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,569,004	0.25%	Programming	\$ 7,352,253	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 27,976	\$ 34,244		
				Finance Costs	\$ 18,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 7,370,993	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 27,976	\$ 34,244	
15	Purchase Additional Light Rail Vehicles	\$ 5,535,968	13.15%	Programming	\$ 4,694,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ -	\$ 1,763,385	\$ 1,329,105	\$ 1,500,000			
				Finance Costs	\$ 728,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ 63,973		
				Total	\$ 5,423,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,867	\$ 954	\$ -	\$ 1,763,385	\$ 1,338,924	\$ 1,563,973	
16	Other Transit Enhancements	\$ 12,599,099	7.50%	Programming	\$ 11,247,658	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 288,627	\$ 130,000	\$ 156,102	\$ 329,096	\$ 239,903	\$ 11,288	\$ 245,198	\$ 131,238	\$ 201,419	\$ 101,728	\$ 45,184		
				Finance Costs	\$ 944,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 12,192,211	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 288,627	\$ 130,000	\$ 156,102	\$ 329,096	\$ 239,903	\$ 11,288	\$ 245,198	\$ 131,238	\$ 201,419	\$ 101,728	\$ 45,184		
Total	Total Transit Enhancements (10-16)	\$ 50,157,777	4.54%	Programming	\$ 46,579,163	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 817,974	\$ 208,285	\$ 426,720	\$ 434,087	\$ 2,759,197	\$ 2,250,112	\$ 1,655,817		
				Finance Costs	\$ 2,275,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,819	\$ 63,973	
				Total	\$ 48,854,799	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 817,974	\$ 208,285	\$ 426,720	\$ 434,087	\$ 2,759,197	\$ 2,259,931	\$ 1,719,790		

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
17B	New and Renovated Vehicles-BART	\$ 11,816,904	0.24%	Programming	\$ 11,473,228	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ 28,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 11,501,826	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17M	New and Renovated Vehicles-MUNI	\$ 463,171,264	9.42%	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	\$ 32,801,926		
				Finance Costs	\$ 43,633,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454
				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	\$ 33,023,380		
17P	New and Renovated Vehicles-Caltrain	\$ 23,633,808	8.44%	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	\$ 3,120,885		
				Finance Costs	\$ 1,993,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 22,634,342	\$ -	\$ (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	\$ 3,120,885		
17U	New and Renovated Vehicles-Discretionary	\$ 82,718,329	17.08%	Programming	\$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 14,126,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 91,116,534	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicles Subtotal	\$ 581,340,306	10.28%	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	\$ 35,922,811			
			Finance Costs	\$ 59,782,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
			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	\$ 36,144,264			
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
19	F-Line O&M	\$ 5,088,090	0.00%	Programming	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Vehicles	\$ 588,944,239	10.15%	Programming	\$ 528,141,510	\$ -	\$ 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	\$ 35,922,811			
			Finance Costs	\$ 59,782,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,454	
			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	\$ 36,144,264			
20B	Rehab/Upgrades Existing facilities-BART	\$ 1,959,653	3.72%	Programming	\$ 1,840,376	\$ -	\$ -	\$ -	\$ 236,864	\$ 146,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ 72,878	\$ -	\$ -	\$ -	\$ 5,021	\$ 5,337	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 1,913,254	\$ -	\$ -	\$ -	\$ 241,885	\$ 152,088	\$ 1,613	\$ 742	\$ 675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 79,039,326	9.84%	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	\$ 7,814,109		
				Finance Costs	\$ 7,774,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,436	\$ 201,654	
				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	\$ 8,015,763		
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 7,943,592	12.68%	Programming	\$ 6,713,001	\$ -	\$ 252	\$ (41,416)	\$ 27,287	\$ 2,279,311	\$ 368,859	\$ 392,863	\$ 396,729	\$ 110,833	\$ 2,859	\$ 10,147	\$ -	\$ -	\$ -	\$ 453,322	\$ 435,430		
				Finance Costs	\$ 1,007,433	\$ -	\$ -	\$ -	\$ -	\$ 42,592	\$ 19,368	\$ 14,470	\$ 29,295	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,744	\$ 10,721	\$ 31,213		
				Total	\$ 7,720,434	\$ -	\$ 252	\$ (41,416)	\$ 27,287	\$ 2,321,903	\$ 388,227	\$ 407,333	\$ 426,024	\$ 135,493	\$ 13,132	\$ 18,238	\$ 7,245	\$ 2,744	\$ 2,746	\$ 464,043	\$ 466,643		
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 9,856,587	0.97%	Programming	\$ 9,535,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 95,744	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 9,631,733	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Facilities Subtotal	\$ 98,799,157	9.06%	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	\$ 8,348,472			
			Finance Costs	\$ 8,950,612	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 34,158	\$ 232,867			
			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	\$ 8,581,338			
21	Muni MMX O&M	\$ 16,518,835	0.00%	Programming	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total Facilities	\$ 115,317,992	7.76%	Programming	\$ 104,031,411	\$ -	\$ 4,801,032	\$ 3,813,367	\$ 3,935,267	\$ 6,154,453	\$ 1,573,013	\$ 2,386,204	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,221	\$ 3,761,805	\$ 2,015,158	\$ 5,017,155	\$ 11,223,105	\$ 8,348,472			
			Finance Costs	\$ 8,950,612	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 34,158	\$ 232,867			
			Total	\$ 112,982,024	\$ -	\$ 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	\$ 8,581,338			

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19			
22B	Guideways-BART	\$ 7,189,988	1.34%	Programming	\$ 7,014,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178,950	\$ -	\$ 252,662	\$ 157,338	\$ -		
				Finance Costs	\$ 96,505	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 7,110,508	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,178,950	\$ -	\$ 252,662	\$ 157,338	\$ -
22M	Guideways-MUNI	\$ 286,161,526	3.59%	Programming	\$ 272,820,808	\$ -	\$ 175,239	\$ 1,207,736	\$ 3,674,641	\$ 835,289	\$ 3,006,872	\$ 6,953,538	\$ 4,346,680	\$ 5,717,888	\$ 7,269,049	\$ 4,901,340	\$ 9,064,851	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924	\$ 16,475,290		
				Finance Costs	\$ 10,269,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 283,089,916	\$ -	\$ 175,239	\$ 1,207,736	\$ 3,674,641	\$ 835,289	\$ 3,006,872	\$ 6,953,538	\$ 4,346,680	\$ 5,717,888	\$ 7,269,049	\$ 4,901,340	\$ 9,064,851	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924	\$ 16,475,290		
22P	Guideways-Caltrain	\$ 28,657,238	9.60%	Programming	\$ 25,136,242	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 493,856	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,403,642	\$ 392,469	\$ 574,112	\$ 3,768,607	\$ 1,991,408		
				Finance Costs	\$ 2,751,715	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,419	\$ 34,595
				Total	\$ 27,887,957	\$ -	\$ (50,655)	\$ 6,634	\$ 570,290	\$ 448,304	\$ 283,493	\$ 535,001	\$ 493,856	\$ 1,797,337	\$ 960,147	\$ 868,354	\$ 1,403,642	\$ 392,469	\$ 574,112	\$ 3,772,026	\$ 2,026,003		
22U	Guideways-Discretionary	\$ 35,744,512	4.15%	Programming	\$ 33,986,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ 1,485,126	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 35,471,468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Guideways	\$ 357,753,264	4.08%	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	\$ 18,466,698			
			Finance Costs	\$ 14,602,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,419	\$ 34,595	
			Total	\$ 353,559,849	\$ -	\$ 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	\$ 33,721,289	\$ 18,501,293			
Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,062,015,494	7.85%	Programming	\$ 971,130,316	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,877,900	\$ 20,393,114	\$ 9,873,700	\$ 17,276,248	\$ 16,721,302	\$ 14,727,594	\$ 16,121,948	\$ 26,792,997	\$ 20,144,615	\$ 36,241,701	\$ 63,860,868	\$ 84,815,606	\$ 62,737,980			
			Finance Costs	\$ 83,335,227	\$ -	\$ -	\$ -	\$ 5,021	\$ 47,929	\$ 20,980	\$ 15,211	\$ 29,970	\$ 24,661	\$ 10,273	\$ 8,091	\$ 7,245	\$ 2,744	\$ 2,746	\$ 37,577	\$ 488,915			
			Total	\$ 1,054,465,544	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,882,921	\$ 20,441,043	\$ 9,894,681	\$ 17,291,459	\$ 16,751,271	\$ 14,752,254	\$ 16,132,221	\$ 26,801,088	\$ 20,151,861	\$ 36,244,446	\$ 63,863,614	\$ 84,853,183	\$ 63,226,896			
TOTAL TRANSIT	\$ 1,790,994,548	8.01%	Programming	\$ 1,630,035,175	\$ 40,020	\$ 19,173,929	\$ 65,492,558	\$ 42,691,329	\$ 67,145,539	\$ 37,559,320	\$ 30,133,925	\$ 49,715,643	\$ 71,054,026	\$ 77,867,124	\$ 52,502,806	\$ 47,175,568	\$ 77,785,539	\$ 98,324,957	\$ 108,874,504	\$ 83,175,763			
			Finance Costs	\$ 143,433,708	\$ -	\$ -	\$ 1,304,947	\$ 899,438	\$ 658,450	\$ 456,398	\$ 320,223	\$ 772,421	\$ 673,422	\$ 273,698	\$ 283,203	\$ 341,675	\$ 210,619	\$ 327,701	\$ 1,148,991	\$ 3,291,678			
			Total	\$ 1,773,468,884	\$ 40,020	\$ 19,173,929	\$ 66,797,505	\$ 43,590,767	\$ 67,803,990	\$ 38,015,718	\$ 30,454,148	\$ 50,488,064	\$ 71,727,448	\$ 78,140,822	\$ 52,786,009	\$ 47,517,243	\$ 77,996,158	\$ 98,652,658	\$ 110,023,495	\$ 86,467,441			
PARATRANSIT																							
23	Paratransit	\$ 235,508,262	12.48%	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	\$ 6,881,073		
				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	\$ 1,045,132		
				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	\$ 7,926,205		
TOTAL PARATRANSIT	\$ 235,508,262	12.48%	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	\$ 6,881,073			
			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	\$ 1,045,132			
			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	\$ 7,926,205			
STREETS AND TRAFFIC SAFETY																							
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 92,383,627	9.24%	Programming	\$ 69,094,362	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 556,057	\$ 2,108,828		
				Finance Costs	\$ 8,532,257	\$ -	\$ 458,997	\$ 16,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,547	\$ 220,439	\$ 105,619	\$ 91,969	\$ 92,068	\$ 94,224	\$ 122,209	\$ 354,165	\$ 864,110	
				Total	\$ 77,626,619	\$ 70,000	\$ 5,199,676	\$ 16,575	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 15,046,939	\$ 9,642,239	\$ 3,172,645	\$ 2,242,736	\$ 1,893,308	\$ 21,721,124	\$ 962,071	\$ 910,222	\$ 2,972,938		
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
26	Great Highway Erosion Repair	\$ 2,367,914	1.65%	Programming	\$ 2,041,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,855	\$ 21,527	\$ 93,695	\$ 27,037	\$ 28,737	\$ 72,629		
				Finance Costs	\$ 39,064	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,080,688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,855	\$ 21,527	\$ 93,695	\$ 27,037	\$ 28,737	\$ 72,629
27	Visitacion Valley Watershed	\$ 17,496,899	0.68%	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	\$ -		
				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			
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
29	Golden Gate Park/SR1Traffic Study	\$ 233,292	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
30	Other Upgrades to Major Arterials	\$ 4,146,765	8.10%	Programming	\$ 3,562,192	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ -	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 131,266	\$ 60,797		
				Finance Costs	\$ 335,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 3,898,011	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ -	\$ 87,093	\$ 95,867											

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	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	\$ 99,907,383	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,771,727	\$ 3,694,837	\$ 3,085,705	\$ 819,930	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,607,637	\$ 1,514,962	\$ 3,218,153	\$ 2,098,352	\$ 2,077,454		
				Finance Costs	\$ 1,387,894	\$ -	\$ -	\$ -	\$ 34,984	\$ 37,422	\$ 23,589	\$ 5,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 101,295,278	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,710	\$ 3,732,259	\$ 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	\$ 2,077,454		
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 137,992,211	8.86%	Programming	\$ 121,617,655	\$ -	\$ 2,555,228	\$ 11,595,486	\$ 8,936,910	\$ 8,648,769	\$ 8,956,718	\$ 2,252,503	\$ 1,834,995	\$ 2,288,998	\$ 1,141,138	\$ 3,180,287	\$ 956,368	\$ 667,945	\$ 1,964,180	\$ 3,940,727	\$ 5,372,684		
				Finance Costs	\$ 12,226,037	\$ -	\$ -	\$ 480,962	\$ 771,912	\$ 546,583	\$ 288,815	\$ 184,777	\$ 316,027	\$ 261,442	\$ 106,313	\$ 90,337	\$ 76,218	\$ 25,478	\$ 24,078	\$ 64,762	\$ 163,361		
				Total	\$ 133,843,692	\$ -	\$ 2,555,228	\$ 12,076,449	\$ 9,708,822	\$ 9,195,352	\$ 9,245,533	\$ 2,437,280	\$ 2,151,022	\$ 2,550,440	\$ 1,247,451	\$ 3,270,624	\$ 1,032,586	\$ 693,423	\$ 1,988,258	\$ 4,005,489	\$ 5,536,044		
35	Street Repair and Cleaning Equipment	\$ 26,595,287	0.94%	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	\$ 48,801		
				Finance Costs	\$ 250,172	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 26,083,750	\$ -	\$ 798,375	\$ 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	\$ 48,801		
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,296,403	2.27%	Programming	\$ 18,890,641	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,184,553	\$ 616,522	\$ 577,757	\$ 595,560	\$ 530,325	\$ 693,977	\$ 492,185	\$ 589,750	\$ 610,854	\$ 234,963	\$ 55,924		
				Finance Costs	\$ 461,300	\$ -	\$ -	\$ -	\$ -	\$ 1,875	\$ 2,691	\$ 5,952	\$ 5,614	\$ 2,287	\$ 2,294	\$ 1,143	\$ 210	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 19,351,941	\$ -	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 1,186,428	\$ 619,214	\$ 583,709	\$ 601,174	\$ 532,612	\$ 696,271	\$ 493,328	\$ 589,960	\$ 610,854	\$ 234,963	\$ 55,924		
38	Traffic Calming	\$ 70,920,764	8.23%	Programming	\$ 64,188,751	\$ -	\$ 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	\$ 2,153,274		
				Finance Costs	\$ 5,835,767	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 70,024,518	\$ -	\$ 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	\$ 2,153,274		
39	Bicycle Circulation and Safety	\$ 32,194,294	7.81%	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	\$ 368,436		
				Finance Costs	\$ 2,514,806	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				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	\$ 368,436		
40	Pedestrian Circulation and Safety	\$ 27,761,747	5.95%	Programming	\$ 24,535,976	\$ -	\$ 356,707	\$ 272,472	\$ 322,245	\$ 307,623	\$ 263,905	\$ 947,700	\$ 575,876	\$ 461,307	\$ 705,529	\$ 700,377	\$ 925,858	\$ 1,469,571	\$ 1,166,190	\$ 653,235	\$ 640,305		
				Finance Costs	\$ 1,652,237	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total	\$ 26,188,213	\$ -	\$ 356,707	\$ 272,472	\$ 322,245	\$ 307,623	\$ 263,905	\$ 947,700	\$ 575,876	\$ 461,307	\$ 705,529	\$ 700,377	\$ 925,858	\$ 1,469,571	\$ 1,166,190	\$ 653,235	\$ 640,305		
41	Curb Ramps	\$ 27,528,455	1.21%	Programming	\$ 26,902,852	\$ -	\$ 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	\$ 354,618		
				Finance Costs	\$ 332,677	\$ -	\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				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	\$ 354,618		
42	Tree Planting and Maintenance	\$ 38,259,886	1.72%	Programming	\$ 37,395,631	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 869,596	\$ 1,201,267	\$ 1,034,493	\$ 1,223,175	\$ 956,791	\$ 1,232,164	\$ 1,039,806	\$ 839,352	\$ 254,970	\$ 155,938		
				Finance Costs	\$ 659,030	\$ -	\$ 24,002	\$ 1,780	\$ -	\$ -	\$ -	\$ -	\$ 2,595	\$ 1,833	\$ 1,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				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	\$ 155,938		
TOTAL STREETS AND TRAFFIC SAFETY		\$ 669,665,541	5.45%	Programming	\$ 605,004,672	\$ 70,000	\$ 15,199,761	\$ 20,670,294	\$ 20,762,157	\$ 20,051,337	\$ 21,166,165	\$ 13,471,813	\$ 23,623,374	\$ 19,405,187	\$ 13,926,052	\$ 12,250,454	\$ 12,532,441	\$ 33,704,564	\$ 12,822,085	\$ 13,186,857	\$ 13,527,268		
				Finance Costs	\$ 36,464,167	\$ -	\$ 500,465	\$ 499,317	\$ 806,895	\$ 584,006	\$ 315,144	\$ 192,636	\$ 478,121	\$ 489,327	\$ 215,698	\$ 184,600	\$ 169,429	\$ 119,912	\$ 146,287	\$ 418,927	\$ 1,027,470		
				Total	\$ 641,468,839	\$ 70,000	\$ 15,700,226	\$ 21,169,611	\$ 21,569,052	\$ 20,635,343	\$ 21,481,308	\$ 13,664,449	\$ 24,101,495	\$ 19,894,514	\$ 14,141,750	\$ 12,435,054	\$ 12,701,871	\$ 33,824,476	\$ 12,968,371	\$ 13,605,784	\$ 14,554,738		
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																							
43	Transportation Demand Management / Parking Management	\$ 13,530,935	7.00%	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	\$ 227,029		
				Finance Costs	\$ 946,865	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				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	\$ 227,029		
44	Transportation/Land Use Coordination	\$ 20,529,695	7.29%	Programming	\$ 18,102,442	\$ -	\$ 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	\$ 963,189		
				Finance Costs	\$ 1,496,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				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	\$ 963,189		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 34,060,630	7.17%	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	\$ 1,190,217		
				Finance Costs	\$ 2,443,708	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				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	\$ 1,190,217		
TOTAL STRATEGIC PLAN		\$ 2,730,228,981	7.75%	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	\$ 104,774,321		
				Finance Costs	\$ 211,723,251	\$ -	\$ 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		
				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	\$ 110,138,601		

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34	
TRANSIT																	
1	Bus Rapid Transit/Muni Metro Network	\$ 1,462,605	\$ 1,446,474	\$ 22,465,534	\$ 12,962,249	\$ 10,407,180	\$ 6,884,233	\$ 2,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 153,704	\$ 551,411	\$ 1,208,658	\$ 1,244,066	\$ 1,181,163	\$ 1,042,674	\$ 897,067	\$ 736,158	\$ 558,867	\$ 326,283	\$ -	\$ -	\$ -	\$ -
		\$ 1,462,605	\$ 1,446,474	\$ 22,619,238	\$ 13,513,660	\$ 11,615,838	\$ 8,128,299	\$ 3,326,163	\$ 1,042,674	\$ 897,067	\$ 736,158	\$ 558,867	\$ 326,283	\$ -	\$ -	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ 75,353	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 75,353	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 964,968	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 964,968	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 392,845	\$ 4,653,464	\$ 13,160,265	\$ 4,138,611	\$ 6,350,000	\$ 7,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,263,527	\$ 2,025,384	\$ 1,618,482	\$ 2,501,962	\$ 3,894,196	\$ 3,535,303	\$ 3,181,795	\$ 2,878,109	\$ 2,567,376	\$ 2,234,906	\$ 1,898,661	\$ 1,501,638	\$ 1,146,555	\$ -	\$ -	\$ -
		\$ 2,656,371	\$ 6,678,848	\$ 14,778,747	\$ 6,640,573	\$ 10,244,196	\$ 11,435,303	\$ 3,181,795	\$ 2,878,109	\$ 2,567,376	\$ 2,234,906	\$ 1,898,661	\$ 1,501,638	\$ 1,146,555	\$ -	\$ -	\$ -
6	Electrification	\$ 775,820	\$ 701,223	\$ 1,217,484	\$ 192,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 235,067	\$ 219,122	\$ 174,086	\$ 266,523	\$ 391,165	\$ 326,596	\$ 297,009	\$ 272,628	\$ 248,284	\$ 223,024	\$ 199,720	\$ 175,785	\$ 186,344	\$ 438,408	\$ 1,121,479	
		\$ 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	\$ 1,121,479	
7	Capital Improvement Program	\$ 1,025,594	\$ 948,895	\$ 3,499,021	\$ 978,412	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	\$ -
		\$ 1,124,269	\$ 1,051,282	\$ 3,632,209	\$ 1,203,978	\$ 850,604	\$ 289,827	\$ 259,977	\$ 234,040	\$ 207,331	\$ 178,530	\$ 148,768	\$ 112,611	\$ 71,223	\$ -	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 86,403	\$ 344,048	\$ 661,625	\$ 400,000	\$ 700,000	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 33,671	\$ 33,881	\$ 32,732	\$ 55,892	\$ 106,699	\$ 95,722	\$ 94,484	\$ 95,726	\$ 98,964	\$ 86,044	\$ 72,944	\$ 57,423	\$ 43,059	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
9	Ferry	\$ 234,095	\$ 300,000	\$ 206,000	\$ 476,905	\$ 200,000	\$ 550,000	\$ 250,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ 4,447	\$ 4,776	\$ 18,070	\$ 30,304	\$ 44,171	\$ 47,727	\$ 54,845	\$ 49,251	\$ 43,316	\$ 37,458	\$ 30,771	\$ 26,846	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,891,422	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,944	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 485,029	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 5,913,366	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ -	\$ 5,609	\$ 920,491	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,993	\$ 3,820	\$ 3,096	\$ 3,021	\$ 4,159	\$ 6,571	\$ 15,161	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 5,609	\$ 920,491	\$ -	\$ -	\$ 2,179,546	\$ 192,097	\$ 198,413	\$ 206,020	\$ 214,229	\$ 237,913	\$ 252,935	\$ 270,439	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ -	\$ 25,441	\$ 622,361	\$ 272,993	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ 5,472	\$ 6,561	\$ 5,969	\$ 5,900	\$ 5,932	\$ 6,107	\$ 6,474	\$ 7,143	\$ 4,654	\$ 645	\$ -	\$ -	\$ -
		\$ -	\$ 25,441	\$ 622,361	\$ 278,465	\$ 6,561	\$ 51,757	\$ 53,579	\$ 55,461	\$ 57,739	\$ 60,224	\$ 60,414	\$ 4,654	\$ 645	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 944,287	\$ 129,683	\$ 994,518	\$ 900,000	\$ 638,314	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ 2,753	\$ 24,325	\$ 54,922	\$ 49,439	\$ 48,541	\$ 48,583	\$ 49,698	\$ 52,243	\$ 59,610	\$ 45,203	\$ 28,834	\$ -	\$ -	\$ -
		\$ 944,287	\$ 129,683	\$ 997,271	\$ 924,325	\$ 693,236	\$ 350,095	\$ 362,409	\$ 375,157	\$ 390,578	\$ 407,285	\$ 452,707	\$ 45,203	\$ 28,834	\$ -	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 60,655	\$ 5,655	\$ 2,442,284	\$ 363,825	\$ -	\$ 404,871	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 1,457,830	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,740	\$ -	\$ -	\$ -
		\$ 60,655	\$ 5,655	\$ 2,442,284	\$ 363,825	\$ -	\$ 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	\$ 53,313	\$ 38,554	\$ 57,471	\$ 83,688	\$ 69,189	\$ 62,072	\$ 55,892	\$ 49,530	\$ 42,672	\$ 35,592	\$ 27,001	\$ 17,259	\$ -	\$ -	\$ -
		\$ 62,169	\$ 53,313	\$ 135,215	\$ 57,471	\$ 83,688	\$ 69,189	\$ 62,072	\$ 55,892	\$ 49,530	\$ 42,672	\$ 35,592	\$ 27,001	\$ 17,259	\$ -	\$ -	\$ -
16	Other Transit Enhancements	\$ 27,694	\$ 126,163	\$ 3,048,687	\$ 2,975,000	\$ 2,475,000	\$ 727,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ 31,590	\$ 151,755	\$ 153,330	\$ 136,963	\$ 122,554	\$ 107,607	\$ 91,349	\$ 74,150	\$ 52,636	\$ 22,619	\$ -	\$ -	\$ -
		\$ 27,694	\$ 126,163	\$ 3,048,687	\$ 3,006,590	\$ 2,626,755	\$ 881,040	\$ 136,963	\$ 122,554	\$ 107,607	\$ 91,349	\$ 74,150	\$ 52,636	\$ 22,619	\$ -	\$ -	\$ -
Total Transit Enhancements (10-16)		\$ 1,032,635	\$ 292,551	\$ 8,125,003	\$ 4,511,818	\$ 3,113,314	\$ 4,139,608	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,105,187	\$ 7,604,531	\$ -	\$ -	
		\$ 62,169	\$ 53,313	\$ 41,307	\$ 118,858	\$ 296,926	\$ 281,920	\$ 257,297	\$ 236,337	\$ 216,038	\$ 195,759	\$ 180,654	\$ 136,065	\$ 125,201	\$ -	\$ -	\$ -
		\$ 1,094,804	\$ 345,864	\$ 8,166,310	\$ 4,630,676	\$ 3,410,240	\$ 4,421,527	\$ 1,463,453	\$ 1,487,373	\$ 1,518,864	\$ 1,552,030	\$ 1,675,643	\$ 1,241,252	\$ 7,729,732	\$ -	\$ -	\$ -

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,677,763	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,598	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,095	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 7,706,361	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 15,239,801	\$ 14,459,356	\$ 74,763,578	\$ 69,663,919	\$ 12,942,873	\$ 7,894,255	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 230,044	\$ 340,095	\$ 1,495,855	\$ 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	\$ -	\$ -
		\$ 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	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 734,388	\$ 1,308,752	\$ 6,163,151	\$ 1,501,153	\$ 415,956	\$ 415,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 6,146	\$ 114,444	\$ 211,223	\$ 322,426	\$ 281,120	\$ 250,149	\$ 222,576	\$ 193,803	\$ 162,283	\$ 128,315	\$ 84,870	\$ 16,225	\$ -	\$ -
		\$ 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	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ 18,791,873	\$ 51,411,888	\$ 6,786,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 1,042,242	\$ 1,138,044	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288
		\$ -	\$ -	\$ -	\$ 18,791,873	\$ 52,454,130	\$ 7,924,576	\$ 1,036,038	\$ 952,391	\$ 869,113	\$ 783,036	\$ 704,594	\$ 625,728	\$ 677,962	\$ 1,769,805	\$ 4,527,288
Vehicles Subtotal		\$ 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	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288
		\$ 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	\$ 4,527,288
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Vehicles		\$ 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	\$ -	\$ -
		\$ 230,044	\$ 346,241	\$ 1,610,299	\$ 4,404,034	\$ 8,006,958	\$ 7,219,472	\$ 6,504,772	\$ 5,892,151	\$ 5,251,911	\$ 4,566,251	\$ 3,871,002	\$ 3,047,197	\$ 2,313,283	\$ 1,769,805	\$ 4,527,288
		\$ 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	\$ 4,527,288
20B	Rehab/Upgrades Existing facilities-BART	\$ 11,067	\$ -	\$ -	\$ 600,000	\$ 190,000	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 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	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 1,887,728	\$ 5,284,447	\$ 11,222,478	\$ 3,360,797	\$ 3,492,462	\$ 1,681,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 190,976	\$ 273,234	\$ 384,075	\$ 656,443	\$ 1,101,087	\$ 974,259	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -
		\$ 2,078,705	\$ 5,557,682	\$ 11,606,553	\$ 4,017,240	\$ 4,593,549	\$ 2,656,078	\$ 872,096	\$ 782,728	\$ 690,357	\$ 590,307	\$ 485,655	\$ 356,554	\$ 191,695	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 72,102	\$ 549,969	\$ 1,393,535	\$ 260,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 27,148	\$ 35,207	\$ 49,579	\$ 81,354	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -
		\$ 99,250	\$ 585,175	\$ 1,443,114	\$ 342,275	\$ 118,279	\$ 97,592	\$ 87,311	\$ 78,302	\$ 68,982	\$ 58,876	\$ 48,274	\$ 35,146	\$ 17,964	\$ -	\$ -
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ -	\$ -	\$ 5,348,403	\$ 500,000	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ -	\$ -
		\$ -	\$ -	\$ 2,486	\$ 10,804	\$ 402	\$ 8,220	\$ 7,745	\$ 6,697	\$ 5,960	\$ 5,605	\$ 7,655	\$ 12,106	\$ 28,064	\$ -	\$ -
		\$ -	\$ -	\$ 5,350,889	\$ 510,804	\$ 402	\$ 551,466	\$ 393,958	\$ 406,850	\$ 422,351	\$ 439,001	\$ 487,329	\$ 517,205	\$ 551,477	\$ -	\$ -
Facilities Subtotal		\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,682,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,556	\$ 5,470,701	\$ 4,908,836	\$ 3,381,176	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -
21	Muni MMX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Facilities		\$ 1,970,897	\$ 5,834,416	\$ 17,964,416	\$ 4,721,718	\$ 3,682,462	\$ 2,295,046	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 523,412	\$ -	\$ -
		\$ 218,124	\$ 308,441	\$ 436,140	\$ 748,983	\$ 1,226,374	\$ 1,086,130	\$ 973,123	\$ 873,662	\$ 771,356	\$ 661,181	\$ 549,104	\$ 412,983	\$ 243,115	\$ -	\$ -
		\$ 2,189,021	\$ 6,142,857	\$ 18,400,556	\$ 5,470,701	\$ 4,908,836	\$ 3,381,176	\$ 1,432,105	\$ 1,349,338	\$ 1,266,458	\$ 1,176,627	\$ 1,119,443	\$ 1,005,145	\$ 766,528	\$ -	\$ -

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34
22B	Guideways-BART	\$ (7,421)	\$ -	\$ 200,000	\$ 1,550,000	\$ 1,019,471	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 4,008	\$ 8,632	\$ 8,331	\$ 7,687	\$ 7,347	\$ 7,397	\$ 9,459	\$ 13,793	\$ 29,851	\$ -	\$ -
		\$ (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	\$ -	\$ -
22M	Guideways-MUNI	\$ 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	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	\$ -
22P	Guideways-Caltrain	\$ 749,439	\$ 491,007	\$ 7,412,685	\$ 2,326,362	\$ 113,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -
		\$ 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	\$ -	\$ -
22U	Guideways-Discretionary	\$ -	\$ 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	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 155,347	\$ 161,517	\$ 161,166	\$ 159,304	\$ 156,182	\$ 156,134	\$ 169,464	\$ 201,066	\$ 161,946	\$ -	\$ -
		\$ -	\$ 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	\$ -	\$ -
Total Guideways	\$ 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	\$ -	\$ -	
	\$ 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 Renovation (Vehicles, Facilities, and Guideways)	\$ 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	\$ -	\$ -	
	\$ 478,550	\$ 679,318	\$ 2,196,722	\$ 5,443,693	\$ 10,414,351	\$ 9,937,875	\$ 9,065,648	\$ 8,320,712	\$ 7,557,171	\$ 6,774,807	\$ 6,091,087	\$ 5,361,625	\$ 4,015,211	\$ 1,769,805	\$ 4,527,288	
	\$ 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	\$ 4,527,288	
TOTAL TRANSIT	\$ 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	\$ 15,969,773	\$ 16,187,515	\$ -	\$ -	
	\$ 3,171,660	\$ 3,117,853	\$ 4,354,998	\$ 9,181,974	\$ 16,692,903	\$ 15,755,480	\$ 14,385,099	\$ 13,135,072	\$ 11,841,480	\$ 10,472,545	\$ 9,188,160	\$ 7,702,202	\$ 5,614,439	\$ 2,208,212	\$ 5,648,766	
	\$ 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	\$ 5,648,766	
PARATRANSIT																
23	Paratransit	\$ 10,627,497	\$ 6,139,952	\$ 9,590,803	\$ 12,578,010	\$ 13,300,000	\$ 13,300,000	\$ 3,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196,461	\$ 1,120,552	\$ 899,751	\$ 1,639,975	\$ 2,910,850	\$ 2,922,125	\$ 2,764,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -
		\$ 11,823,958	\$ 7,260,504	\$ 10,490,555	\$ 14,217,985	\$ 16,210,850	\$ 16,222,125	\$ 6,089,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -
TOTAL PARATRANSIT	\$ 10,627,497	\$ 6,139,952	\$ 9,590,803	\$ 12,578,010	\$ 13,300,000	\$ 13,300,000	\$ 3,325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	\$ 1,196,461	\$ 1,120,552	\$ 899,751	\$ 1,639,975	\$ 2,910,850	\$ 2,922,125	\$ 2,764,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -	
	\$ 11,823,958	\$ 7,260,504	\$ 10,490,555	\$ 14,217,985	\$ 16,210,850	\$ 16,222,125	\$ 6,089,569	\$ 2,511,586	\$ 2,254,382	\$ 1,981,347	\$ 1,711,363	\$ 1,402,398	\$ 1,213,740	\$ -	\$ -	
STREETS AND TRAFFIC SAFETY																
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 38,068	\$ 227,864	\$ 252,280	\$ 25,000	\$ 20,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 10,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
		\$ 822,681	\$ 700,768	\$ 476,774	\$ 689,826	\$ 960,395	\$ 747,597	\$ 612,615	\$ 476,264	\$ 324,687	\$ 146,729	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 860,749	\$ 928,633	\$ 729,054	\$ 714,826	\$ 980,395	\$ 762,597	\$ 627,615	\$ 491,264	\$ 334,687	\$ 151,729	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -
25	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 35,353	\$ 27,466	\$ 108,438	\$ 129,560	\$ 129,559	\$ -	\$ -	\$ 1,339,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,702	\$ 12,155	\$ 8,075	\$ 3,132	\$ -	\$ -	\$ -
		\$ 35,353	\$ 27,466	\$ 108,438	\$ 129,560	\$ 129,559	\$ -	\$ -	\$ 1,355,470	\$ 12,155	\$ 8,075	\$ 3,132	\$ -	\$ -	\$ -	\$ -
27	Visitacion Valley Watershed	\$ -	\$ -	\$ 950,000	\$ 2,648,000	\$ 1,698,000	\$ 2,201,717	\$ 2,451,717	\$ 1,451,717	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,302	\$ 10,167	\$ 9,741	\$ 13,661	\$ 22,050	\$ 51,725	\$ -
		\$ -	\$ -	\$ 950,000	\$ 2,648,000	\$ 1,698,000	\$ 2,201,717	\$ 2,451,717	\$ 1,463,019	\$ 754,140	\$ 784,088	\$ 870,669	\$ 925,288	\$ 987,646	\$ -	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SR1 Traffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 129,418	\$ 452,434	\$ 1,787,796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 26,974	\$ 39,962	\$ 57,674	\$ 47,141	\$ 41,616	\$ 36,596	\$ 31,301	\$ 25,427	\$ 18,894	\$ 10,234	\$ -	\$ -	\$ -
		\$ 129,418	\$ 452,434	\$ 1,814,770	\$ 39,962	\$ 57,674	\$ 47,141	\$ 41,616	\$ 36,596	\$ 31,301	\$ 25,427	\$ 18,894	\$ 10,234	\$ -	\$ -	\$ -
Total New and Upgraded Streets	\$ 164,771	\$ 479,900	\$ 2,846,233	\$ 2,777,560	\$ 1,827,559	\$ 2,201,717	\$ 2,451,717	\$ 2,791,485	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ -	\$ -	
	\$ -	\$ -	\$ 26,974	\$ 39,962	\$ 57,674	\$ 47,141	\$ 41,616	\$ 63,600	\$ 53,623	\$ 43,242	\$ 35,686	\$ 32,284	\$ 51,725	\$ -	\$ -	
	\$ 164,771	\$ 479,900	\$ 2,873,208	\$ 2,817,522	\$ 1,885,233	\$ 2,248,858	\$ 2,493,333	\$ 2,855,085	\$ 797,596	\$ 817,589	\$ 892,694	\$ 935,521	\$ 987,646	\$ -	\$ -	
31	New Signals and Signs	\$ 4,871,241	\$ 847,679	\$ 2,286,794	\$ 1,713,043	\$ 3,500,000	\$ 2,691,149	\$ 2,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 10,187	\$ 32,168	\$ 152,056	\$ 191,934	\$ 238,155	\$ 247,820	\$ 263,705	\$ 289,189	\$ 228,676	\$ 151,283	\$ 29,035	\$ -	\$ -
		\$ 4,871,241	\$ 847,679	\$ 2,296,981	\$ 1,745,211	\$ 3,652,056	\$ 2,883,083	\$ 2,838,371	\$ 1,907,174	\$ 1,979,785	\$ 2,077,235	\$ 228,676	\$ 151,283	\$ 29,035	\$ -	\$ -
32	Advanced Technology and Information Systems (SFgo)	\$ 616,521	\$ 1,269,457	\$ 2,777,741	\$ 1,438,969	\$ 1,908,091	\$ 1,348,686	\$ 898,392	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,210	\$ 23,423	\$ 23,805	\$ 30,016	\$ 43,027	\$ 91,167	\$ -	\$ -
		\$ 616,521	\$ 1,269,457	\$ 2,777,741	\$ 1,438,969	\$ 1,908,091	\$ 1,370,572	\$ 924,247	\$ 836,905	\$ 868,905	\$ 904,983	\$ 1,006,814	\$ 1,074,164	\$ 1,156,621	\$ -	\$ -

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'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	FY2033/34
33	Signals and Signs	\$ 5,026,992	\$ 4,681,755	\$ 6,289,908	\$ 8,304,483	\$ 6,484,819	\$ 6,708,440	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,978	\$ 117,252	\$ 107,636	\$ 102,244	\$ 102,234	\$ 130,501	\$ 190,645	\$ 414,243	\$ -	\$ -
		\$ 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	\$ -	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -
		\$ 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	\$ -	\$ -
35	Street Repair and Cleaning Equipment	\$ 371,952	\$ 267,860	\$ 3,042,349	\$ 960,169	\$ 960,629	\$ 1,564,206	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,697	\$ 21,751	\$ 19,317	\$ 17,807	\$ 17,458	\$ 23,915	\$ 37,570	\$ 86,282	\$ -	\$ -
		\$ 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	\$ -	\$ -
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 131,701	\$ 1,050,264	\$ 1,998,211	\$ 1,165,739	\$ 838,143	\$ 740,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 5,492	\$ 27,129	\$ 50,194	\$ 46,409	\$ 45,504	\$ 44,521	\$ 44,838	\$ 46,900	\$ 56,040	\$ 67,829	\$ 4,378	\$ -	\$ -
		\$ 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	\$ -	\$ -
38	Traffic Calming	\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 14,807,111	\$ 7,520,361	\$ 3,915,530	\$ 1,830,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 340,752	\$ 801,774	\$ 806,111	\$ 792,003	\$ 733,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 281,989	\$ -	\$ -
		\$ 2,354,455	\$ 7,081,872	\$ 10,761,727	\$ 15,147,863	\$ 8,322,135	\$ 4,721,641	\$ 2,622,003	\$ 1,183,027	\$ 653,230	\$ 567,749	\$ 481,008	\$ 378,126	\$ 281,989	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 1,224,228	\$ 1,568,177	\$ 5,107,537	\$ 3,921,975	\$ 2,730,610	\$ 3,609,000	\$ 786,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 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	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 106,258	\$ 2,622,251	\$ 3,583,775	\$ 1,765,521	\$ 2,860,963	\$ 2,167,162	\$ 818,094	\$ 843,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 27,100	\$ 74,225	\$ 213,696	\$ 249,876	\$ 246,099	\$ 248,202	\$ 213,072	\$ 174,193	\$ 131,201	\$ 74,574	\$ -	\$ -	\$ -
		\$ 106,258	\$ 2,622,251	\$ 3,610,875	\$ 1,839,746	\$ 3,074,659	\$ 2,417,038	\$ 1,064,193	\$ 1,091,257	\$ 213,072	\$ 174,193	\$ 131,201	\$ 74,574	\$ -	\$ -	\$ -
41	Curb Ramps	\$ 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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,447	\$ 29,296	\$ 27,319	\$ 26,492	\$ 27,155	\$ 35,549	\$ 52,774	\$ 115,553	\$ -	\$ -
		\$ 287,965	\$ 12,890	\$ 2,382,038	\$ 1,862,523	\$ 2,024,956	\$ 2,410,537	\$ 1,721,299	\$ 1,152,342	\$ 1,197,010	\$ 1,245,461	\$ 1,383,907	\$ 1,473,868	\$ 1,588,070	\$ -	\$ -
42	Tree Planting and Maintenance	\$ 2,195,044	\$ 1,683,818	\$ 2,635,220	\$ 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	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 12,986	\$ 33,281	\$ 53,004	\$ 51,636	\$ 48,817	\$ 47,615	\$ 48,742	\$ 61,189	\$ 87,076	\$ 182,997	\$ -	\$ -
		\$ 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	\$ -	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 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	\$ -	\$ -
		\$ 1,095,677	\$ 1,000,846	\$ 851,517	\$ 1,917,313	\$ 3,479,024	\$ 3,573,166	\$ 3,536,166	\$ 3,313,289	\$ 3,027,479	\$ 2,750,942	\$ 2,250,584	\$ 1,871,458	\$ 1,648,474	\$ -	\$ -
		\$ 26,270,296	\$ 27,574,859	\$ 51,535,997	\$ 49,752,322	\$ 40,477,858	\$ 38,484,518	\$ 28,172,711	\$ 22,870,092	\$ 20,071,445	\$ 20,498,036	\$ 14,517,276	\$ 14,717,579	\$ 14,007,808	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INIT																
43	Transportation Demand Management / Parking Management	\$ 213,180	\$ 424,867	\$ 3,217,096	\$ 1,213,777	\$ 840,000	\$ 581,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 22,295	\$ 62,000	\$ 118,671	\$ 114,453	\$ 112,891	\$ 114,265	\$ 118,123	\$ 100,987	\$ 83,059	\$ 60,934	\$ 32,618	\$ -	\$ -
		\$ 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	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 1,669,989	\$ 666,924	\$ 2,745,815	\$ 2,184,365	\$ 1,875,000	\$ 623,232	\$ 652,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 37,330	\$ 110,511	\$ 236,440	\$ 214,944	\$ 215,510	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
		\$ 1,669,989	\$ 666,924	\$ 2,783,144	\$ 2,294,876	\$ 2,111,440	\$ 838,176	\$ 868,487	\$ 191,416	\$ 166,229	\$ 138,579	\$ 108,623	\$ 70,071	\$ 7,192	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 59,625	\$ 172,511	\$ 355,110	\$ 329,397	\$ 328,402	\$ 305,681	\$ 284,351	\$ 239,566	\$ 191,682	\$ 131,005	\$ 39,809	\$ -	\$ -
		\$ 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	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 79,466,546	\$ 69,835,194	\$ 242,044,118	\$ 211,271,257	\$ 174,620,688	\$ 116,064,125	\$ 46,311,629	\$ 35,469,611	\$ 32,625,573	\$ 33,131,622	\$ 28,820,072	\$ 28,815,894	\$ 28,546,849	\$ -	\$ -
		\$ 5,463,797	\$ 5,239,251	\$ 6,165,891	\$ 12,911,772	\$ 23,437,888	\$ 22,580,169	\$ 21,014,235	\$ 19,265,628	\$ 17,407,692	\$ 15,444,400	\$ 13,341,789	\$ 11,107,063	\$ 8,516,463	\$ 2,208,212	\$ 5,648,766
		\$ 84,930,343	\$ 75,074,445	\$ 248,210,009	\$ 224,183,030	\$ 198,058,575	\$ 138,644,294	\$ 67,325,864	\$ 54,735,239	\$ 50,033,265	\$ 48,576,022	\$ 42,161,860	\$ 39,922,957	\$ 37,063,312	\$ 2,208,212	\$ 5,648,766



Memorandum

AGENDA ITEM 4

DATE: October 28, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/16/2021 Board Meeting: Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt the 2021 Prop K Strategic Plan • Amend 11 5-Year Prioritization Programs (5YPPs) <p>SUMMARY</p> <p>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 mid-cycle 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.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> 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



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 YOEs) 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 pre-pandemic 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



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).



- **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 near-term 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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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



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)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
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)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883	\$ -	<p>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.</p> <p>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.</p>
34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	<p>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.</p>

Attachment 2: Brief Project Descriptions ¹

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 [NIP 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.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883	\$ -	Deliverable: SFMTA shall provide a before/after study evaluating the effectiveness 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.

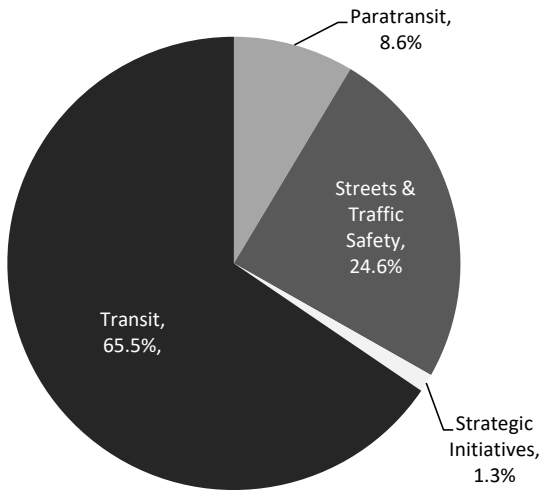
**Attachment 4.
Prop K Allocation Summary - FY2021/22**

PROP K SALES TAX

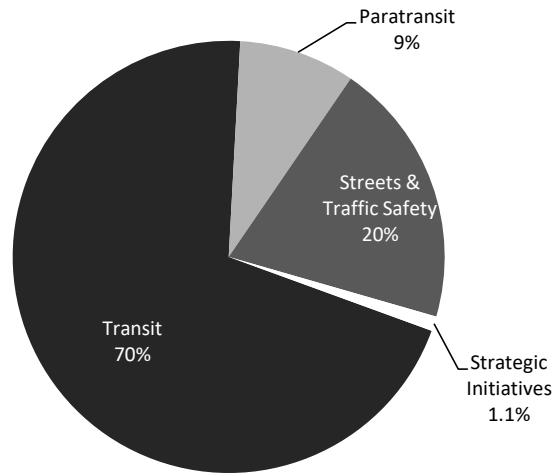
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 28,426,465	\$ 16,776,381	\$ 9,951,732	\$ 1,598,352	\$ 100,000	\$ -
Current Request(s)	\$ 4,110,710	\$ 150,000	\$ 575,295	\$ 450,294	\$ 2,051,909	\$ 883,212
New Total Allocations	\$ 32,537,175	\$ 16,926,381	\$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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

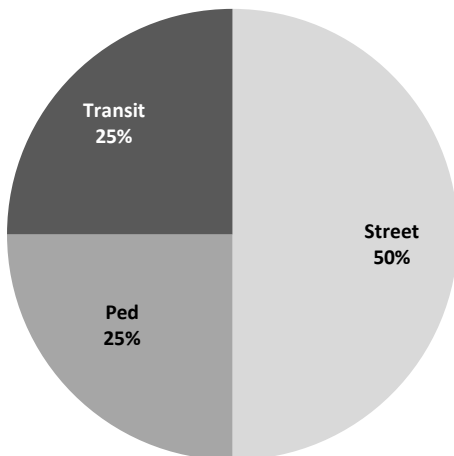


PROP AA VEHICLE REGISTRATION FEE

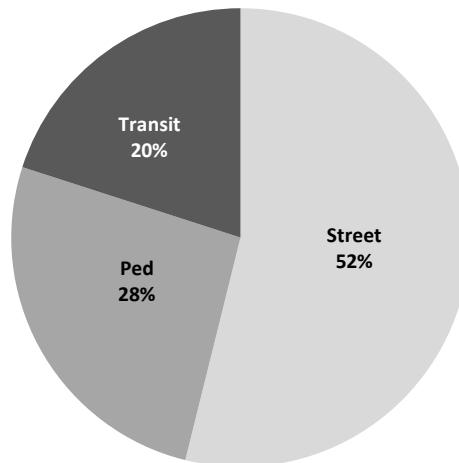
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 1,556,928	\$ 1,427,428	\$ 129,500	\$ -		\$ -
Current Request(s)	\$ 4,794,258	\$ -	\$ 883,214	\$ 2,060,829	\$ 1,850,215	\$ -
New Total Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215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

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 5

DATE: November 2, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/16 /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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,741,883 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Bus Transit Signal Priority (\$1,350,883) 2. Mission / Geneva Safety (\$1,391,000) <p>Allocate \$1,093,827 in Prop K funds and \$4,794,258 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Mission and Geneva Pavement Reconstruction <p>Appropriate \$275,000 in Prop K funds for:</p> <ol style="list-style-type: none"> 4. Ocean Avenue Action Plan [NTIP Planning] <p>SUMMARY</p> <p>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.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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.



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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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 scope of work for 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 than the originally proposed center-running transitway and completing the Geary BRT Phase 2 CER for a side running alternative is less costly than 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



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; and

WHEREAS, At its November 16, 2021 meeting, after discussing the proposed amendment, the Board amended the staff recommendation to add a condition stating that \$1.2 million of the remaining project funding shall be put on reserve, to be released by the Board, pending agreement between the District 1 Supervisor's office, Transportation Authority staff, and SFMTA staff on the proposed draft project designs on a block-by-block basis, and review of preliminary assessment of benefits and impacts, cost estimate and funding plan, and draft outreach materials for public outreach round 2; 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

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?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop 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 \$1,892,153 of 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.

- b. *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

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	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".

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) [Amendment]
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

Expected Useful Life:	30 Years
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Geary Phase 2 - CER Budget updated for side-running

8/27/2021

		Rate	ETC		Notes/assumptions
			Hrs	Cost	
Streets Labor	5502 PM1 - Liz Brisson	\$ 195	560	\$ 109,296	PM for environmental and legislation
	5502 PM1 - Dan Mackowski	\$ 195	1200	\$ 234,206	PM for implementation and PE
	TP2 - David Sindel	\$ 141	1040	\$ 146,242	Planner supporting environmental, legislation, 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	
Comms Labor	1314 Public Relations Officer	\$ 194	960	\$ 186,203	Lead for developing and implementing public outreach activities
	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	
Direct costs/ professional services	Env consultant			\$ 200,000	Conservative estimate, could decrease depending on scale of env work needed TBD after finalizing draft final scope
	Comms Direct Costs			\$ 130,000	Based on previous projects
Subtotal				\$ 330,000	
Public Works CER Funding				\$ 404,384	SFPW time to prepare scope documents and preliminary base map before detailed design
Environmental Review Team Labor	5290 Transit Planner 4	\$ 192	10	\$ 1,921	
	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-running CER				\$ 1,701,419.76	
Expenditure to date				\$ 2,725,897.65	
Original grant				\$ 6,319,470.00	
Amount to de-obligate				\$ 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:	101-907053	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 inter-agency 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.
Special Conditions
1. \$1,200,000 of the remaining project funding (\$1,767,946) is on reserve, to be released by the Board, pending agreement between the District 1 Supervisor's Office, Transportation Authority staff, and SFMTA staff on the proposed draft project designs on a block-by-block basis, and review of preliminary assessment of benefits and impacts, cost estimate and funding plan, and draft outreach materials for public outreach round 2
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
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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



Memorandum

AGENDA ITEM 6

DATE: October 28, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/16/21 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 de-obligate \$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 side-running 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 side-running 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
- Other: Grant Amendment



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.



- 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 side-running alternative, both Rapid and local service can remain.
- Improve cost effectiveness of transit travel time and reliability benefits - A side-running 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 side-running 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 side-running 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



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



RESOLUTION ALLOCATING \$11,216,003 IN PROP K FUNDS AND \$3,000,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS, WITH CONDITIONS, AND APPROPRIATE \$3,500,000 IN PROP K FUNDS FOR EIGHT REQUESTS

WHEREAS, The Transportation Authority received eight requests for a total of \$14,716,003 in Prop K local transportation sales tax funds and \$3,000,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The Prop K requests seek funds from the following Expenditure Plan categories: Downtown Extension to Rebuilt Transbay Terminal; BART Station Access, Safety and Capacity; Signals & Signs; Street Resurfacing; Traffic Calming; Pedestrian Circulation/ Safety; Bicycle Circulation/ Safety; and Curb Ramps; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop K Expenditure Plan programmatic categories and the adopted Prop K Strategic Plan has funds programmed to Caltrain Downtown Extension project, which has no 5YPP requirement; and

WHEREAS, Five of eight requests are dependent upon approval of the 2022 Prop K Strategic Plan update and associated 5YPP amendments, which are pending final approval at the December 7, 2021 Transportation Authority Board meeting; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Page Slow Street requires an additional 5YPP amendment as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, In October 2020, through approval of Resolution 21-15, the Transportation Authority programmed \$5,000,000 in TNC Tax funds for the SFMTA's FY22 Vision Zero Quick-Build Program; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$11,216,003 in Prop K funds and \$3,000,000 in TNC Tax funds, with conditions, and appropriating \$3,500,000 in Prop K funds for eight requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and TNC Tax 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 December 1, 2021 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bicycle Circulation/Safety 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$11,216,003 in Prop K funds and \$3,000,000 in TNC Tax funds, with conditions, and appropriates \$3,500,000 in Prop K funds for eight 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 Expenditure Plan, the Prop K Strategic Plan, the relevant 5YPPs, and TNC Tax Program Guidelines; 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 Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.



**San Francisco
County Transportation
Authority**

BD120721

RESOLUTION NO. 22-XX

Attachments:

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

Enclosure:

Prop K/TNC Tax Allocation Request Forms (8)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		\$ 3,500,000	86%	0%; overall project expected to meet/exceed EP leveraging	Design	6, 10
Prop K	8	BART	BART Accessibility Improvement Program: Public Address System ⁴	\$ 950,000		\$ 3,000,000	90%	68%	Construction	3, 6
Prop K	33	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	\$ 1,195,859		\$ 10,596,500	41%	89%	Construction	5, 6
Prop K	34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		\$ 4,517,204	79%	3%; overall project 10%	Construction	7
PROP K, TNC TAX	38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	3,000,000	\$ 5,821,000	44%	52%	Design, Construction	Citywide
Prop K	39	SFMTA	Page Slow Street	\$ 325,000		\$ 325,000	28%	0%	Environmental Studies	5
Prop K	41	SFPW	Curb Ramps	\$ 978,252		\$ 978,252	45%	0%; overall project 16%	Construction	5, 6, 8, 11
Prop K	41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		\$ 548,763	45%	0%; overall project 11%	Construction	9, 10
TOTAL				\$ 14,716,003	\$ 3,000,000	\$ 29,286,719	48%	49%		

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: BART (Bay Area Rapid Transit District); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		The Downtown Rail Extension (DTX) program of projects represents the most significant set of interrelated rail projects under development in San Francisco. This appropriation provides for SFCTA program management oversight and technical support for development of the DTX project during the Federal Transit Administration (FTA) project development process, planned to culminate in a request (anticipated in the range of \$1.5-2.5 billion) for New Starts grant funds from the FTA. This request also provides for oversight and planning support to the Caltrain 4th and King Railyards Preliminary Business Case process.
8	BART	BART Accessibility Improvement Program: Public Address System	\$ 950,000		This project is one of the priorities of BART's Accessibility Improvement Program, which was developed based on community input. The Project will upgrade current public address system at the BART/Muni Powell Street Station, which has reached the end of its useful life and needs multiple upgrades to improve sound quality and speech intelligibility. These elements will improve customer experience, safety, and accessibility. BART expects the project will be completed by December 2023.
33	SFMTA	Western Addition Area Traffic Signal Upgrades Phase 1	\$ 1,195,859		<p>Requested funds will install traffic-signal related safety improvements at a total of 16 locations in the Western Addition area. Upgrades will include new pedestrian countdown signals, accessible (audible) pedestrian signals, mast arms, higher-visibility 12-inch traffic signal heads, updated curb ramps, and replacement of old signal infrastructure. Scope includes new signals at Buchanan Street/Golden Gate Avenue and Golden Gate Avenue/Octavia Street, and pedestrian activated flashing beacons and speed radar signs at Buchanan/Turk Streets and Buchanan/Fulton Streets which would complement the renovations planned for Buchanan Mall. See page 25 of the enclosure for the full list of locations. Six locations are located on the Vision Zero High Injury Network.</p> <p>Phase 1 locations have been prioritized to coordinate with Public Work paving projects, and were selected in part based on feedback from the 2017 Western Addition Community-Based Transportation Plan funded in part through the Transportation Authority's Neighborhood Program. This allocation would leverage \$3,179,500 in Local Partnership Program funds recommended by the Board in March 2021. SFMTA expects that all locations will be open for use by December 2023.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		Demolition and pavement renovation along 17 blocks of Junipero Serra Boulevard from Monterey Boulevard to 19th Avenue (16 blocks), and on Stratford Drive from Junipero Serra Boulevard to Junipero Serra Boulevard (1 block). Scope includes new and retrofitted curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits. The construction contract for this project will include San Francisco Public Utilities Commission scope for sewer main replacement along Junipero Serra, and San Francisco Municipal Transportation Agency scope for traffic signal conduit and traffic signal box replacement at Junipero Serra and Holloway Avenue. SFPW anticipates that the project will be open for use by March 2024.
38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	\$ 3,000,000	Requested funds will be used to design and construct pedestrian and bicycle safety improvements on 10 corridors on the Vision Zero High Injury Network (see page 48 of the enclosure for locations), as well as programmatic spot improvements at locations to be identified throughout the city. Improvements are comprised of reversible or adjustable traffic control measures such as paint, posts, signs, and parking & loading changes. The project also includes evaluation of each quick-build project. SFMTA anticipates that all quick-build projects will be open for use by December 2023.
39	SFMTA	Page Slow Street	\$ 325,000		Conduct public outreach, field testing (evaluation of temporary traffic safety measures), and final approvals for traffic safety investments on and adjacent to Page Street between Stanyan and Gough streets. The existing Slow Street includes temporarily-approved measures from the 2019 Page Bikeway Pilot project as well as from the COVID-19 emergency response. This effort will continue the evaluation and adjustment of these measures, and will conduct extensive public outreach to identify and approve final recommended measures including streetscape changes that require more detailed design and construction. Field testing of measures would begin in spring 2022. SFMTA expects to obtain the approvals necessary to start detailed design of a long-term project by March 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
41	SFPW	Curb Ramps	\$ 978,252		Requested funds will be used to construct 16 curb ramps at the intersections of San Jose Avenue/Broad Street/Farragut Avenue, Twin Peaks Boulevard/Crown Terrace Avenue, Twin Peaks Boulevard/Graystone Terrace Avenue, 17th/Church Streets (North and South), and Townsend/Clyde Streets. The intersection of 17th and Church is a complex location that requires coordination with MUNI light rail operations and de-energizing overhead contact system lines to allow safe construction of the curb ramps, thus the project cost includes substitution of light rail service with bus service for an estimated 28 days. Public Works and the Mayor's Office on Disability developed a list of curb return locations identified through citizen complaints and requests. SFPW anticipates all locations will be completed by December 2023.
41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		This request would provide funds to expand the scope of the Prop K funded Mansell Street Curb Ramp project, approved in October 2020, to include 12 additional locations along Mansell Street at the intersections with Brussels and Girard Streets. The total number of curb ramps in this project will increase to 42 ramps. See page 104 of the enclosure for the full list of locations. The proposed curb ramps are located on concrete streets, which requires concrete gutter and curb repair which is more expensive than asphalt to replace. These locations also have steep grades, requiring in some instances handrails and additional concrete work. SFPW expects the project to be open for use by June 2022.
TOTAL			\$14,716,003	\$3,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	TNC Tax Funds Recommended	Recommendations
5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		Strategic Plan Update: The recommendation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at December 7 Board meeting.
8	BART	BART Accessibility Improvement Program: Public Address System	\$ 950,000		5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at December 7 Board meeting.
33	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	\$ 1,195,859		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at Dec. 7 Board meeting.
34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at Dec. 7 Board meeting.
38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	\$3,000,000	Note: In October 2020, the Board programmed \$5 million in FY 2021/22 TNC Tax funds to the Vision Zero Quick-Build Program. This recommendation would allocate \$3 million collected to date of the \$5 million programmed.
39	SFMTA	Page Slow Street	\$ 325,000		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments (anticipated at the December 7 Board meeting), as well as an additional amendment of the Bicycle Circulation and Safety 5YPP. See enclosed allocation request form for details.
41	SFPW	Curb Ramps	\$ 978,252		
41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		
TOTAL			\$ 14,716,003	\$ 3,000,000	

¹ See Attachment 1 for footnotes.

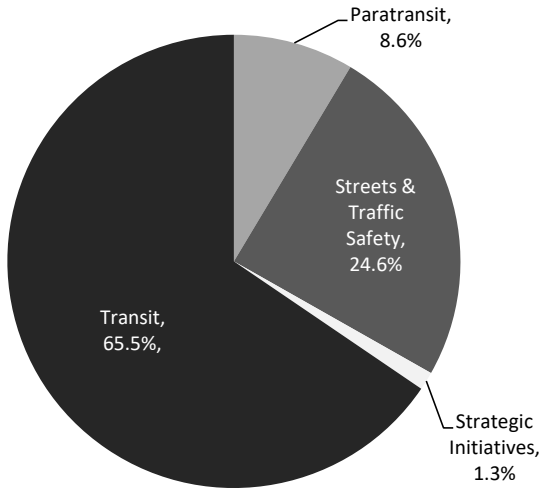
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

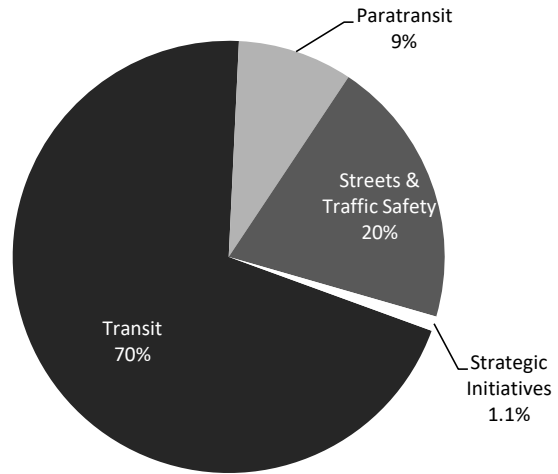
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 32,537,175	\$ 16,926,381	\$ 10,527,027	\$ 2,048,646	\$ 2,151,909	\$ 883,212
Current Request(s)	\$ 14,716,003	\$ 1,450,000	\$ 7,306,017	\$ 5,959,986	\$ -	\$ -
New Total Allocations	\$ 47,253,178	\$ 18,376,381	\$ 17,833,044	\$ 8,008,632	\$ 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.

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)

FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,000,000	\$ -	\$ 2,660,000	\$ 340,000	\$ -
New Total Allocations	\$ 3,000,000	\$ -	\$ 2,660,000	\$ 340,000	\$ -

TNC Tracker
Good
Good



Memorandum

AGENDA ITEM 7

DATE: December 2, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 12/07/2021 Board Meeting: Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests

RECOMMENDATION

Information Action

Allocate \$950,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:

1. Accessibility Improvement Program: Public Address System

Allocate \$7,341,859 in Prop K and TNC Tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for:

2. Western Addition Area - Traffic Signal Upgrades - Phase 1 (\$1,195,859)
3. FY22 Vision Zero Quick-Build Program Implementation (\$2,821,000 in Prop K funds, \$3,000,000 in TNC Tax funds)
4. Page Slow Street (\$325,000)

Allocate \$5,924,144 in Prop K funds to San Francisco Public Works (SFPW) for:

5. Junipero Serra Blvd Pavement Renovation (\$4,397,129)
6. Curb Ramps (\$978,252)
7. Mansell Street Curb Ramps - Additional Locations (\$548,763)

Appropriate \$3,500,000 in Prop K funds for:

8. DTX Rail Program Oversight and Technical Support for FTA Project Development (\$3,500,000)

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.

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



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.

BART Accessibility Improvement Program: Public Address System Request. At the October 27 Community Advisory Committee (CAC) meeting, the CAC considered a Prop K 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 shared stations in San Francisco, 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.

Since the CAC meeting, we have been actively working with BART and SFMTA staff to address the CAC's request. As a result of these discussions, BART has agreed to separate the accessibility improvements into two projects. This will allow for the portion of the project related to the Public Address System at the Powell Street BART station to be put out to bid now, while coordination between BART and SFMTA continues for the hearing loop enhancements at the shared stations. The pending request for BART's Accessibility Improvement Program: Public Address System has been reduced from \$1,100,000 to \$950,000, with \$150,000 remaining available for the BART Accessibility Program hearing loop project which we anticipate will advance in Spring 2022.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$17,716,003 in Prop K and TNC Tax funds. The allocations and appropriations 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

The CAC considered this item at its December 1, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K and TNC Tax Allocation Summaries - FY 2021/22
- Enclosure - Allocation Request Forms (8)

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RESOLUTION APPROVING THE 2021 SAN FRANCISCO CONGESTION MANAGEMENT PROGRAM (CMP) AND ISSUING AN OFFICIAL FINDING THAT THE CITY AND COUNTY OF SAN FRANCISCO IS IN CONFORMANCE WITH THE CMP

WHEREAS, As the Congestion Management Agency for San Francisco, the Transportation Authority is required by state law to update the CMP on a biennial basis; and

WHEREAS, The legislative intent of state congestion management law is to tie transportation project funding decisions to measurable improvements in mobility and access, while taking into account the impacts of land use decisions on local and regional transportation systems; and

WHEREAS, The CMP has several required elements, including a designated congestion management roadway network, biennial monitoring of automobile level of service on this network, a multimodal performance element, a uniform transportation analysis database, travel demand management provisions, a land use impacts analysis program, and a multimodal capital improvement program; and

WHEREAS, The 2021 CMP update reflects developments pertaining to the Transportation Authority's Congestion Management Agency activities since 2019, including system performance data collection and analysis, transportation policy changes and initiatives at the regional and state levels, and progress of the Transportation Authority's planning and project oversight efforts; and

WHEREAS, The 2021 CMP was prepared to comply with all pertinent requirements of State law, including relevant amendments, and, by agreement with the Metropolitan Transportation Commission (MTC), to comply with implementation of portions of Federal surface transportation law; and

WHEREAS, Adoption of the 2021 CMP is essential to achieve compliance with state congestion management mandates, as well as to ensure the City's continued eligibility for various state and federal transportation funding sources; and

WHEREAS, The 2021 CMP needs to be submitted to the MTC for adoption; and

WHEREAS, At its December 1, 2021 meeting, the Community Advisory Committee was briefed on the 2021 CMP and unanimously adopted a motion of support for its approval; now, therefore, be it



RESOLVED, That the Transportation Authority hereby approves the 2021 San Francisco CMP; and be it further

RESOLVED, That the Transportation Authority hereby finds that the City and County of San Francisco is in conformance with the requirements of the CMP, pursuant to Section 65089 of the California Government Code; and be it further

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

Attachment:

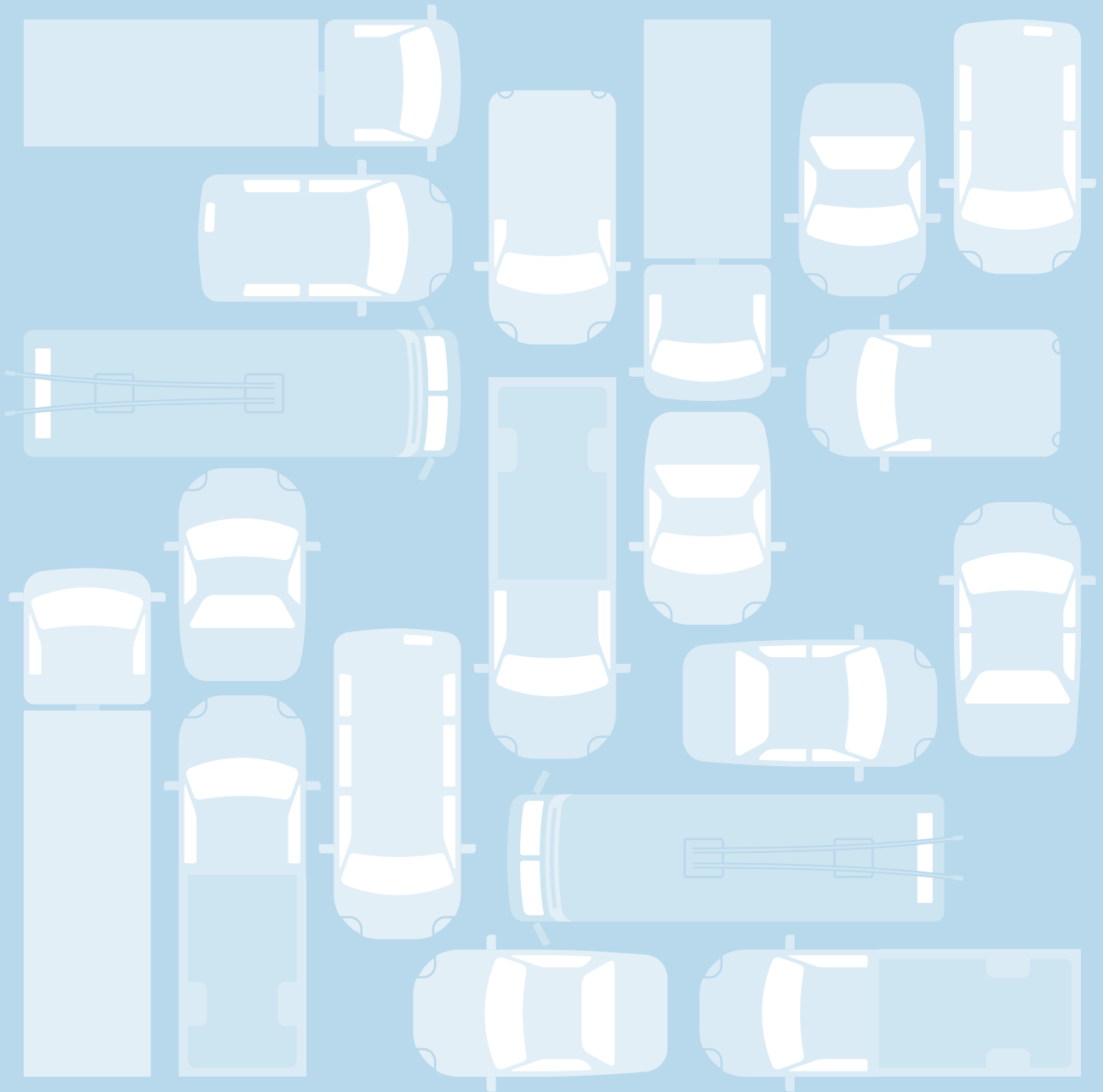
1. Attachment 1 - CMP Executive Summary

Enclosures (2):

1. 2021 San Francisco Congestion Management Program
2. CMP Technical Appendices

CONGESTION MANAGEMENT PROGRAM DECEMBER 2021

Executive Summary



Introduction

Every two years, the San Francisco County Transportation Authority (SFCTA) prepares the San Francisco Congestion Management Program (CMP). This program is conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. The SFCTA has since evolved its CMP to include more multimodal and system performance monitoring, in keeping with San Francisco's Transit First Policy, and in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.¹

State CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments in order to effectively manage congestion, improve air quality, and facilitate sustainable development. The purpose of the 2021 San Francisco Congestion Management Program is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data, including transit performance, for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);
- Describe San Francisco's congestion management strategies and efforts; and
- Outline the congestion management work program for fiscal years 2021/22 and 2022/23.

The past year and a half are without precedent in the past century, as the COVID pandemic disrupted peoples' health, livelihoods, activities, and the economy overall. These changes have, in turn, had a profound effect on peoples' travel, as shelter-in-place orders reduced the number and type of activities people were able to participate in publicly, as employers responded with reduced workforces and with the widespread implementation of telecommute policies for some types of workers, as some residents relocated (at least temporarily) to other parts of the region, state, and country, and as transit agencies reduced and reconfigures service offerings. All of these changes, as well as many others, affected the performance of San Francisco's transportation system, as reflected in this

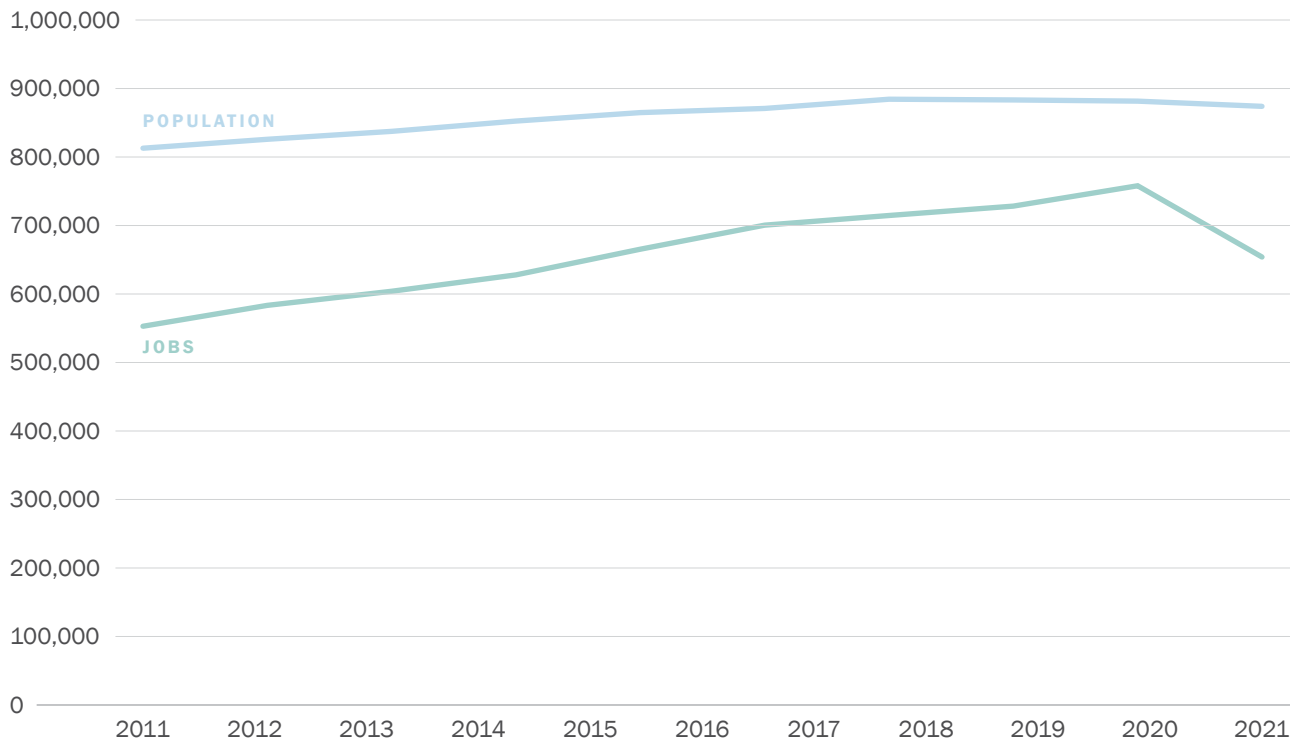
¹ In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

update to San Francisco’s CMP. The following sections document the unique changes observed over the past year. This report presents a wide variety of multimodal metrics that have been previously reported, such as roadway travel times, transit travel times, transit reliability, vehicle miles travelled (VMT), pedestrian and bicycle counts, and safety. It also introduces a few new measures, including roadway travel time reliability, transit coverage, and mode shares. Wherever possible, the document presents longer term trends so as to provide readers additional context to help understand current conditions.

State of Transportation

San Francisco has been an employment and population hub in the Bay Area, and in the decade prior to the COVID pandemic experienced tremendous growth (see Figure 0-1). Between 2011 and 2019, job growth significantly exceeded population growth in San Francisco by a factor of more than three to one, with over 200,000 new jobs and 60,000 new residents added during this period. However, as a result of the COVID pandemic these growth trends were halted and reversed, with employment dropping for the first time in over a decade, and population declining as well. More than 100,000 jobs were lost between 2019 and 2020, though there are indications that employment is increasing in recent months as the spread of COVID is curtailed and the economy reopens.

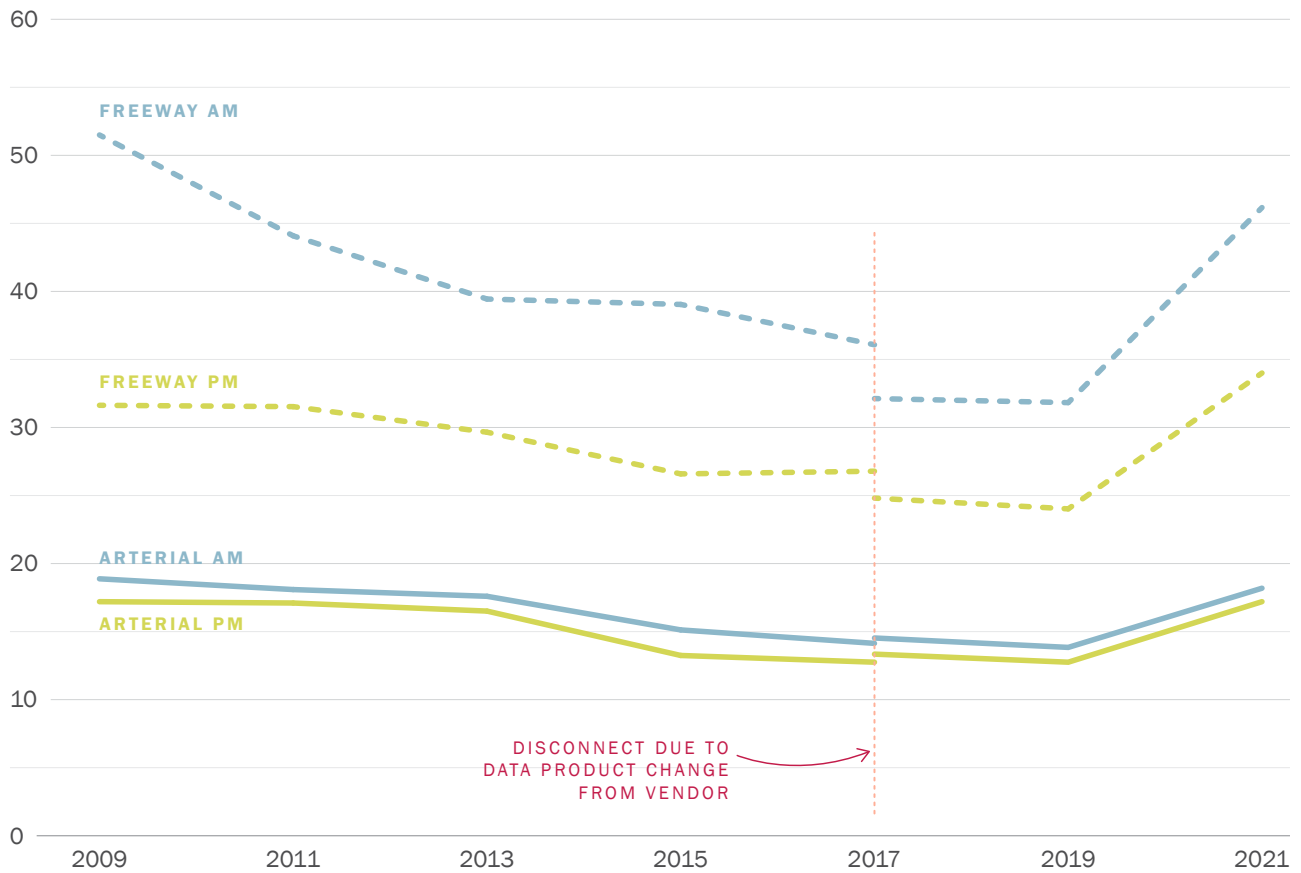
Figure 0-1. San Francisco Population and Job Growth since 2011



ROADWAY LEVEL OF SERVICE AND RELIABILITY

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with “A” describing free flow, and “F” describing bumper-to-bumper conditions. For the current monitoring period, average travel speeds on the CMP network have increased since 2019 for all measured time periods and road types, as shown in Figure 0-2. This represents the first time in the past decade when overall average roadway speeds have improved between CMP updates, and are certainly attributable to greater levels of remote work and telecommuting, reductions in activity participation by individuals due either to personal preference or restrictions, reluctance to use public transit, and overall higher levels of unemployment. Average arterial travel speeds have increased 33% from 13.3 mph to 17.7 mph in the AM peak and increased 36% from 12.2 mph to 16.7 mph in the PM peak. The average travel speed on freeways increased 46% from 31.5 mph to 46.0 mph in the AM peak and increased 42% from 23.6 mph to 33.7 mph in the PM peak. The overall increases in speeds are a reversal in the trend of declining roadway performance observed during most part of this decade.

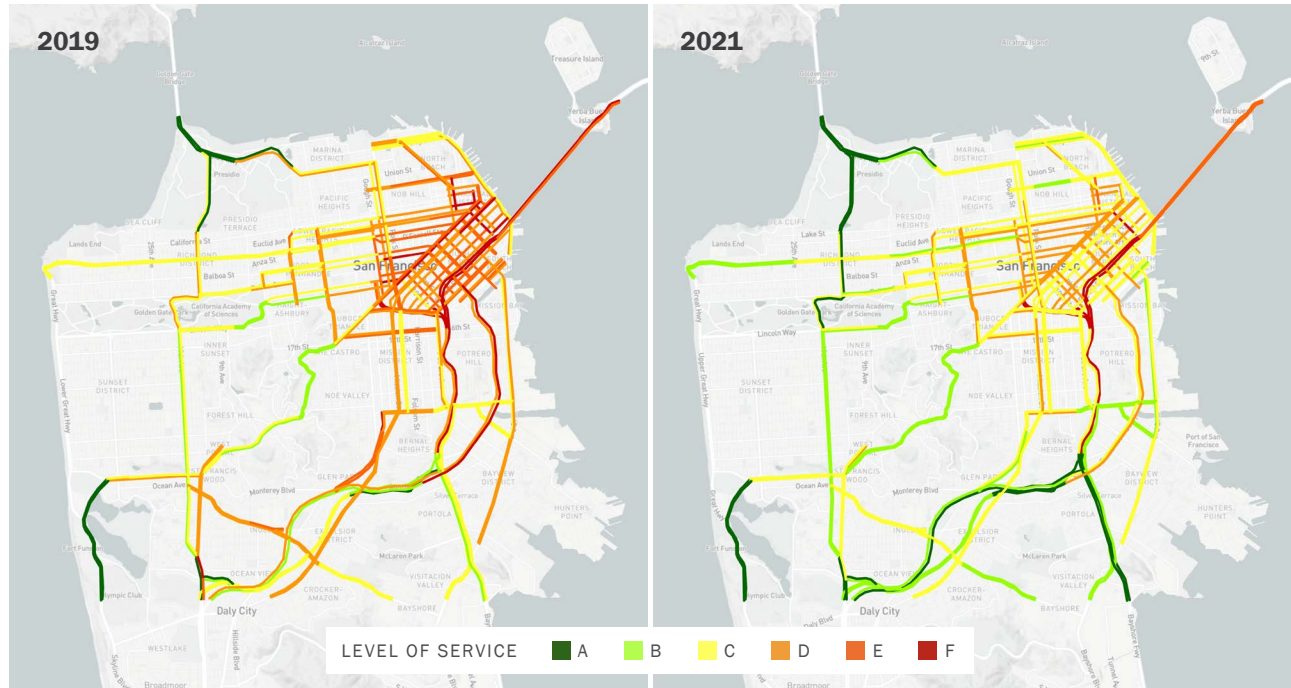
Figure 0-2. CMP Network Average Travel Speed Change



Note: data collected April - May each year

Figure 0-3 shows a comparison between LOS in 2019 and 2021 in the PM peak. There is significant improvement in the majority of Downtown arterials, as well as arterials in San Francisco’s western and southern neighborhoods, but LOS is back to 2019 levels on several freeway segments. An interactive version of this map that allows users to view historical trends for the City overall, as well as for all the individual CMP segments, can be found at congestion.sfcta.org.

Figure 0-3: 2019 and 2021 PM Peak Roadway Level-of-Service

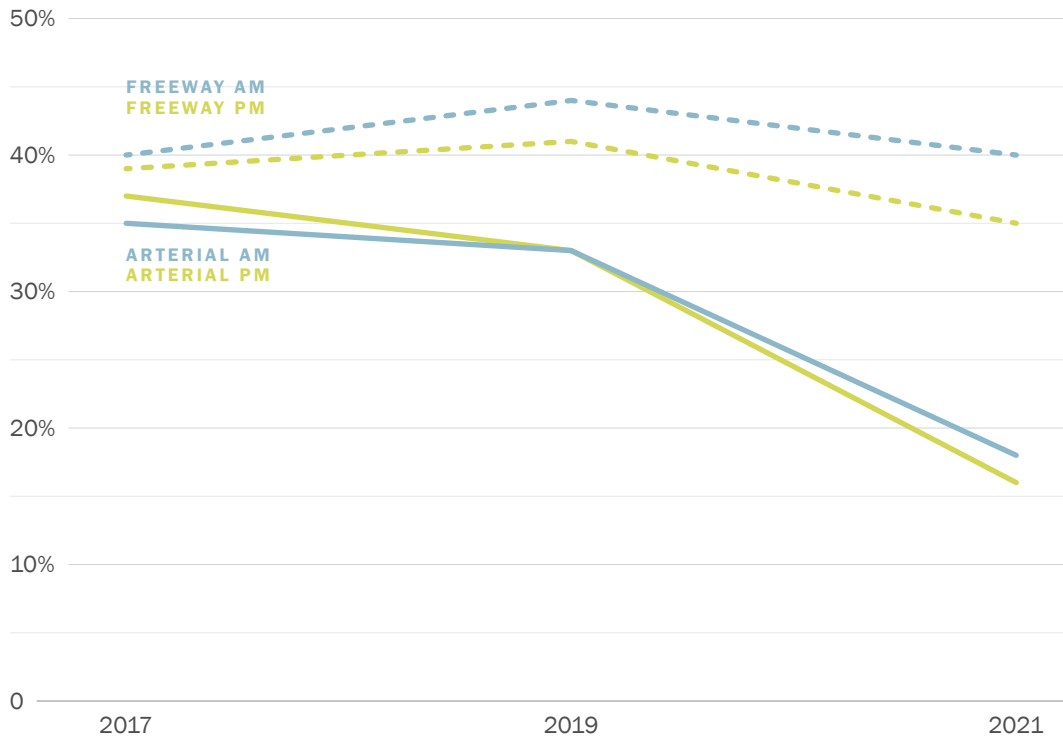


Note: data collected April - May each year

While the average travel speeds and LOS reported provide useful insights into congestion, they do not capture a critical aspect of peoples’ perception of congestion, which is the reliability of travel times. For example, a traveler is likely to perceive the congestion on roadway where the travel is always 15 minutes differently that they perceive the congestion on a roadway where half the time the travel time is 5 minutes and the other half the time the travel time is 25 minutes. The unreliability of the travel time on this second roadway is onerous because it forces travelers to change their schedule so as to ensure that they aren’t late to their destinations. In order to capture this aspect of congestion, a new metric for measuring roadway reliability is introduced in this CMP update called the Buffer Time Index (BTI). This is calculated as the amount of extra travel time (expressed as a percent of average travel time) that the travelers need to additionally budget so that they have a 95% chance of arriving on time. In other words, it is the buffer time needed if one does not want to be late more than once a month. Like auto speed, reliability has improved significantly

from 2019 to 2021 (Figure O-4). Note that a lower value of BTI indicates higher reliability. For example, the BTI for arterials in the PM period was 33% in 2019, and 15% in 2021. This means that, on average, a traveler making a 20 minute trip of San Francisco arterials in 2019 would have needed to anticipate 6.6 minutes of extra time so as not to be late, while in 2021 they would have needed to anticipate only 3 minutes of extra time to not be late.

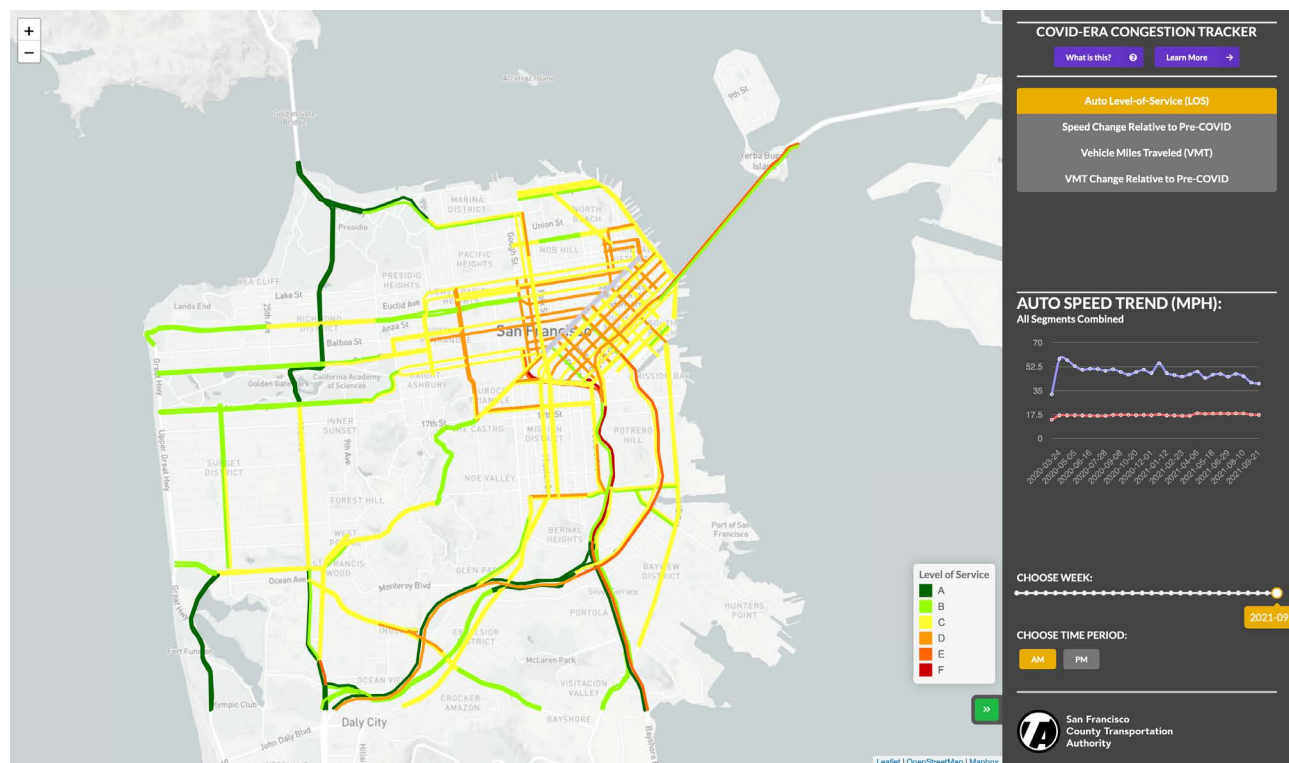
Figure O-4. CMP Network Average Reliability (BTI) Change



Note: data collected April - May each year

Due to rapid and uncertain changes in traffic conditions after COVID, the Transportation Authority developed a new tool for short-term monitoring called the "COVID-Era Congestion Tracker" (covid-congestion.sfcta.org), shown in Figure O-5. This tool tracks reports many of the same roadway performance metrics as reported the CMP congestion visualization, but with a much greater frequency (every three weeks instead of biennially) and over a shorter time frame (from March 2020 through the present instead of from Spring 1991 through Spring 2021). This tool is being used by the Transportation Authority and other City agencies to help inform pandemic recovery plans. While the biennial CMP monitoring, which is always performed in the spring of odd-numbered years, shows significantly higher speeds than past years (congestion.sfcta.org), the COVID-Era Congestion Tracker shows that since this past spring auto speeds on many streets have already dropped close to pre-pandemic levels and in some cases even slower than pre-pandemic.

Figure 0-5. covid-Era Congestion Tracker



Source: <https://covid-congestion.sfcta.org/>

Strategies to managing congestion are key to maintaining our accessibility as the city recovers. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking, and traffic signals to ensure safety and efficiency.

TRANSIT SPEEDS

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit speeds, and the ratio of private vehicle speeds to bus speeds, as our primary system performance metric. Transit speeds on the CMP network increased since 2019 (Figure 0-6). Compared to 2019, the average transit speed (collected for buses only) in 2021 increased 15% from 8.4 to 9.7 mph in the AM peak. In the PM peak period transit speeds also increased 24% from 7.6 to 9.4 mph. Like roadway speeds, most of the increase in transit speeds may be attributable to overall lower levels of demand due to reduced activity participation and increased telecommuting, which in turn increased travel speeds on the roadway network that the buses travel on. Improved transit speeds may be attributable also to increased deployment of transit priority lanes, and to less delay resulting from fewer boardings and alightings, during COVID-19.

TRANSIT TRAVEL TIME RELIABILITY

Transit speed information is also used to calculate the variability of speed as a measure of transit travel time reliability. Figure 0-7 shows that transit travel time reliability has worsened (variability has increased) since 2019 despite improvements in average transit speed. However, this worsening of travel time variability should be understood within the context of an overall improvement in transit travel speeds. For example, average transit performance improved from 7.6 mph and 21% variability in 2019 to 9.4 mph and 25% variability in 2021, which means approximately 70% of the time, a 3 mile transit trip in 2019 would take between 18.7 minutes and 28.7 minutes, while this same trip in 2021 would take between 14.4 minutes and 23.9 minutes. While transit was slightly less reliable in 2021, the overall improvements in transit speeds far offset this effect.

AUTO-TRANSIT SPEED RATIO

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data is available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. As shown in Figure 0-8, the average auto-transit speed ratio increased between 2019 and 2021. Both average auto and transit speeds improved this year but auto speeds improved more than transit speeds which resulted in transit being less competitive relative to auto.

MULTIMODAL VOLUMES

The SFCTA has placed a high priority on shifting travelers' modes to increase the number of trips made by walking and bicycling. Figure 0-9 and Figure 0-10 respectively show bicycle and pedestrian

Figure 0-6. Overall Average Transit Speeds Trend for CMP Network

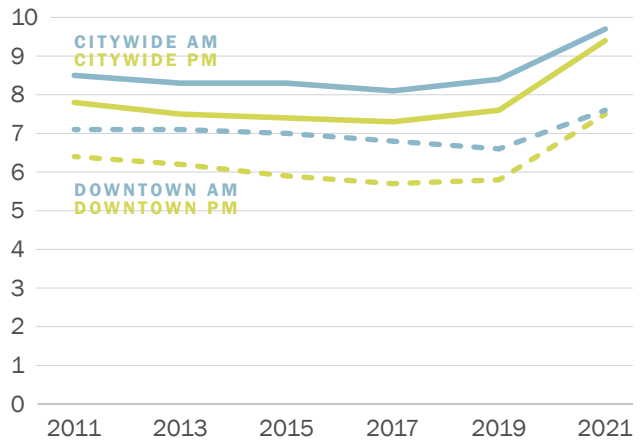


Figure 0-7. Transit Travel Time Reliability

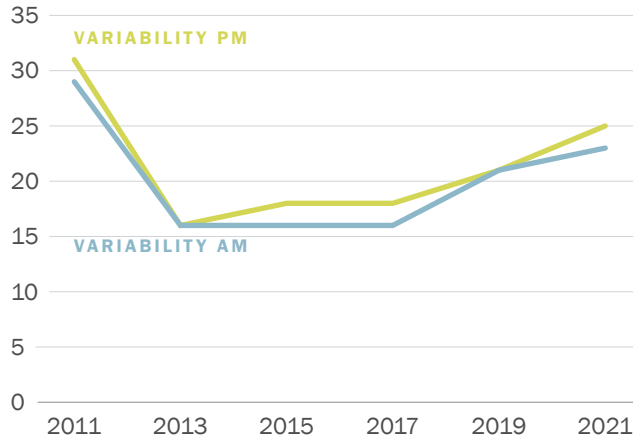
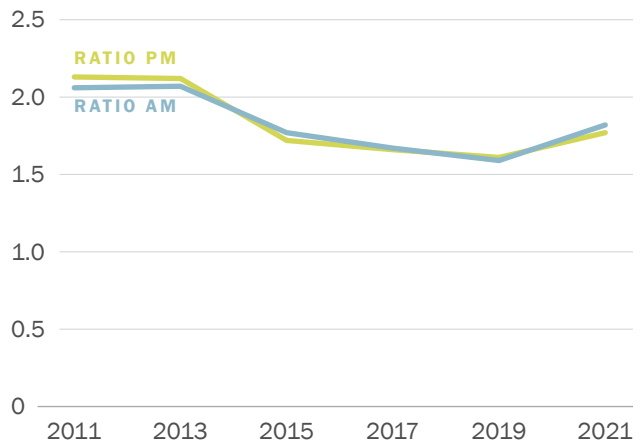


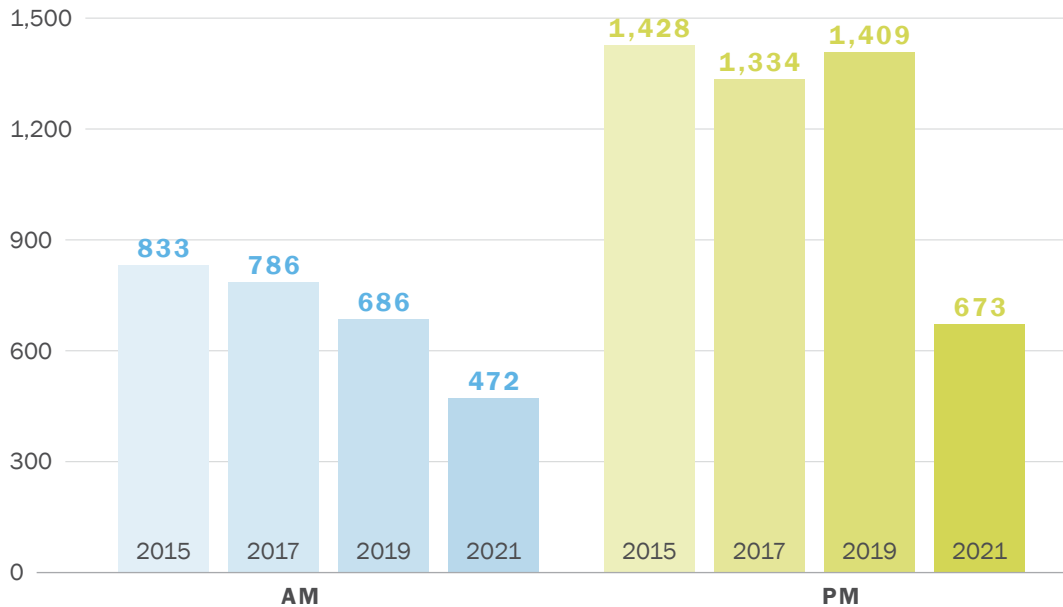
Figure 0-8. Auto-Transit Speed Ratio



Note: data for Figures 0-6, 0-7 and 0-8 collected April - May each year

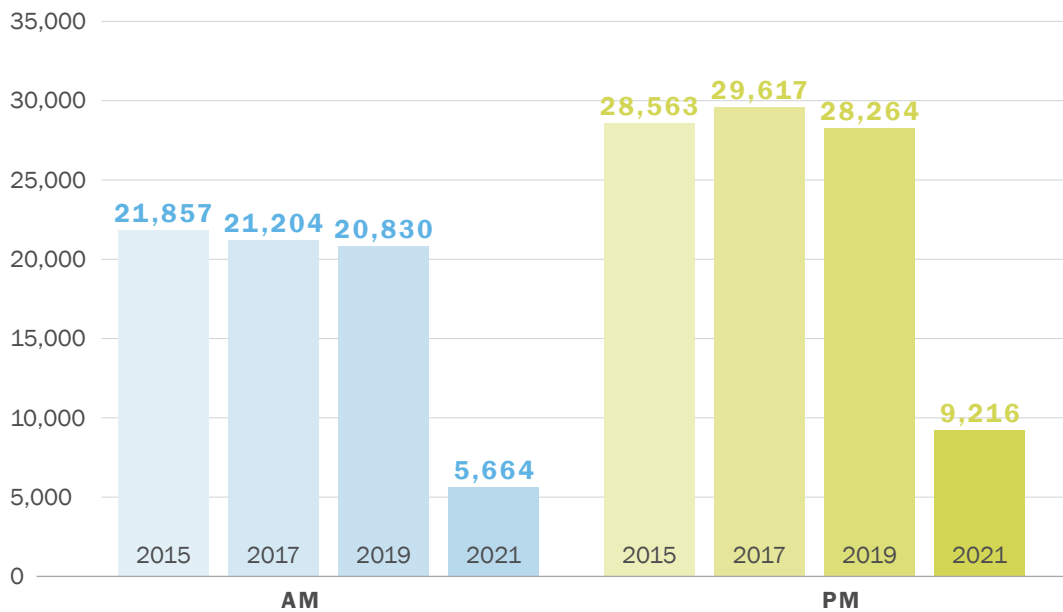
counts collected by SFCTA between 2015 and 2021. At these locations, bicycle and pedestrian volumes dropped by 45% and 70% respectively compared to a 22% reduction in vehicle volumes. All of these reductions are likely a reflection of greater levels of remote work and telecommuting, reductions in activity participation by individuals due either to public health-related personal preference or restrictions.

Figure 0-9. SFCTA Intersection Bicycle Counts 2015 - 2021



Note: data collected April - May each year

Figure 0-10. SFCTA Intersection Pedestrian Counts 2015 - 2021



Note: data collected April - May each year

PEDESTRIAN AND BICYCLE SAFETY

Safety for pedestrians and cyclists are key measures of non-motorized transportation performance, and a critical policy priority for San Francisco. San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Figure 0-11 illustrates the number of pedestrian and bicycle fatalities in San Francisco since 2008. It shows that while pedestrian fatalities decreased between 2019 and 2020, there was an increase in bicycle fatalities in the same period. Overall, the total non-motorized fatalities were lower in 2020 than 2018 and 2019.

OTHER MEASURES

Vehicle Miles Traveled (VMT)

In 2016, the San Francisco Planning Commission adopted new guidelines for evaluating the transportation impacts of new projects. Critically, additional automobile delay as measured by level-of-service (LOS) is no longer considered an environmental impact, and environmental impact determinations now use vehicle miles travelled. Figure 0-12 illustrates the trend in estimated VMT on all San Francisco roadways. It shows that VMT dipped about 5% between 2017 and 2019. Note that there is a two-year lag in this estimate provided by Caltrans.

Transit Volumes

San Francisco’s strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and commuter bus lines help move people into and around the city efficiently. Figure 0-13 shows ridership trends for the three largest transit systems serving San Francisco as of April - May

Figure 0-11. Pedestrian and Bicycle Fatalities

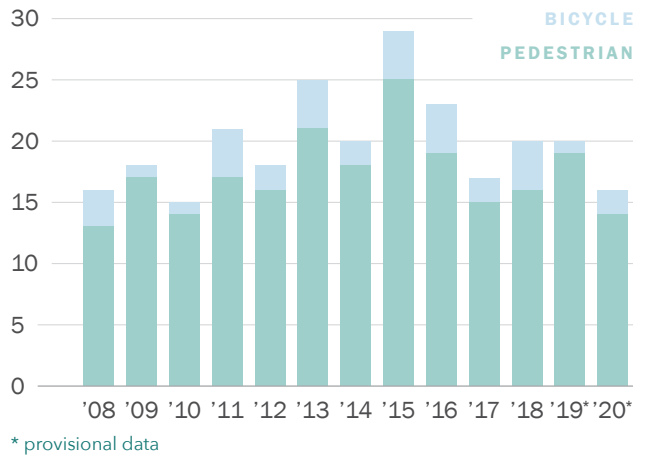


Figure 0-12. Vehicle Miles Traveled on all SF roadways

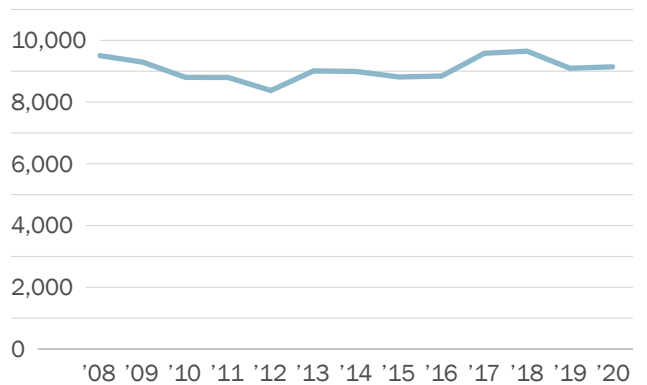
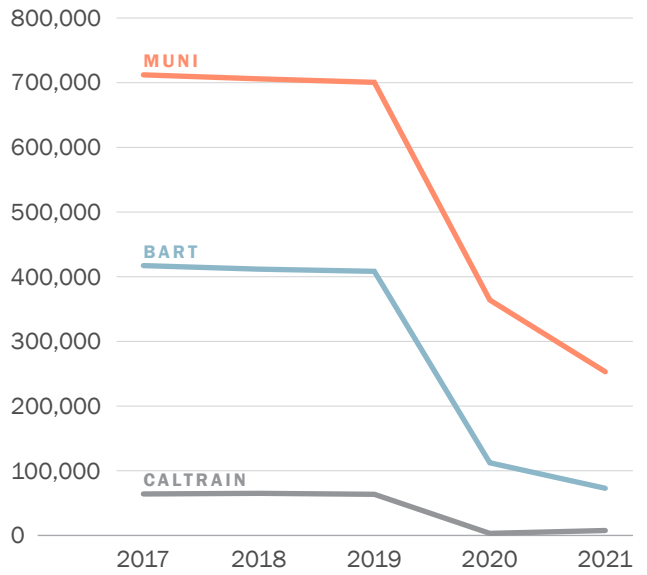


Figure 0-13. Average Daily Passengers by Transit Operator

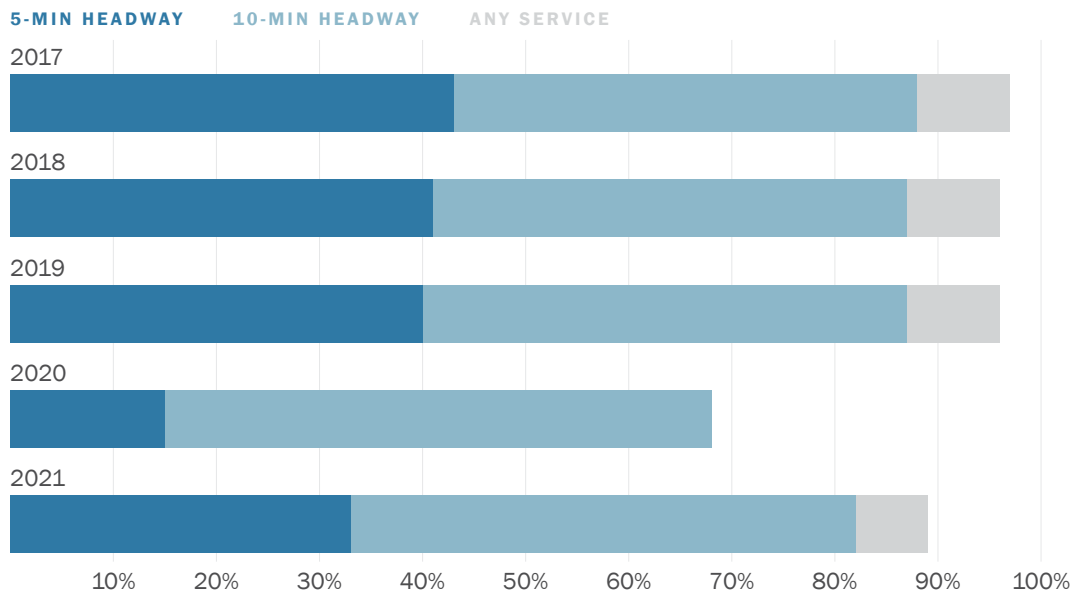


2021. Ridership on all three operators dropped significantly during shelter-in-place orders in April - May of 2020. Since then, ridership has been gradually climbing back up every month. More recent data indicates that ridership on Muni and BART has increased since the time of the data reported in this document but remains well below historical levels.

Transit Coverage

This year, a new metric to quantify and track transit coverage by walk access to different transit service frequency levels has been added to the report. This new transit coverage metric reports the percent of total population and total jobs that are within a 5-minute walk of transit service. Figure 0-14 shows transit coverage in terms of population for AM peak period. Prior to COVID-19, over 95% of the population had access to some level of transit service. During 2020, when substantial cuts to transit service were made, this was reduced to about 70%. In Spring 2021, as service was restored, 90% of the population had access to transit. Similarly, access to high-frequency transit (5-minute headway or better) dropped from 40% to 15% of the population between 2019 and 2020. This improved to over 30% in Spring 2021. Muni has proposed more service restoration in early 2022 that this analysis does not reflect.

Figure 0-14. Population Transit Coverage by Service, Weekday AM Peak



Note: data collected April - May each year

Mode Share

Mode share describes the mix of modes, such as transit, biking, walking, and driving, used to travel to, from and within San Francisco. Figure 4-35 and Figure 4-36 summarize the share of trips by mode for two different travel markets: Intra-SF, which are all trips that both start and end in San Francisco (3 million trips approx.), and To/From SF, which are trips where one of the trip ends is in San Francisco and the other trip end is not (1.5 million trips approx.). Walking is by far the most prevalent mode used to get around within San Francisco (43.4%), followed by various types of driving such as driving alone, sharing a ride, or using a TNC (37.3%), and using transit (15.8%). In contrast, travel to/ from San Francisco is dominated by driving (59.6%), but with a large transit share as well (39%). Figure 0-17 shows mode shares for the two markets (Intra-SF and To/From SF) combined. These data were derived from a large scale survey completed in 2019 prior to the pandemic. The Transportation Authority anticipates that this survey will be deployed again in 2022/2023, so that trends in mode shares can begin to be tracked on a more regular basis.

Figure 0-15. Mode Split for Intra-San Francisco Person Trips

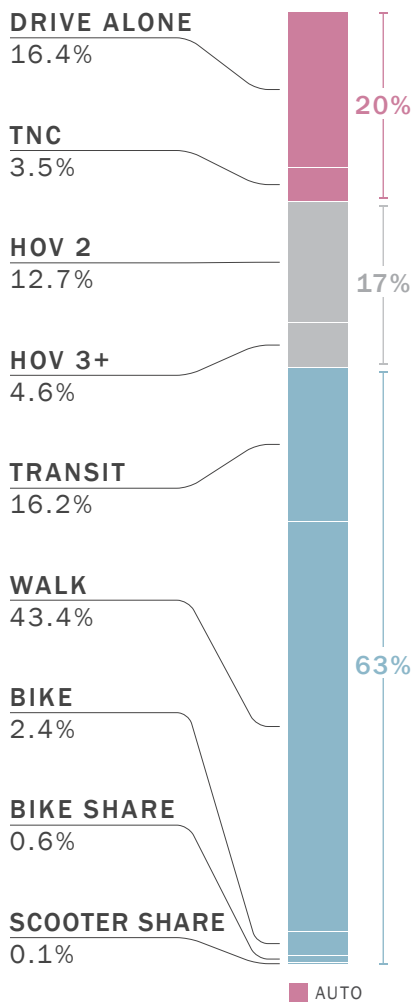


Figure 0-16. Mode Split for Regional To/From San Francisco Person Trips

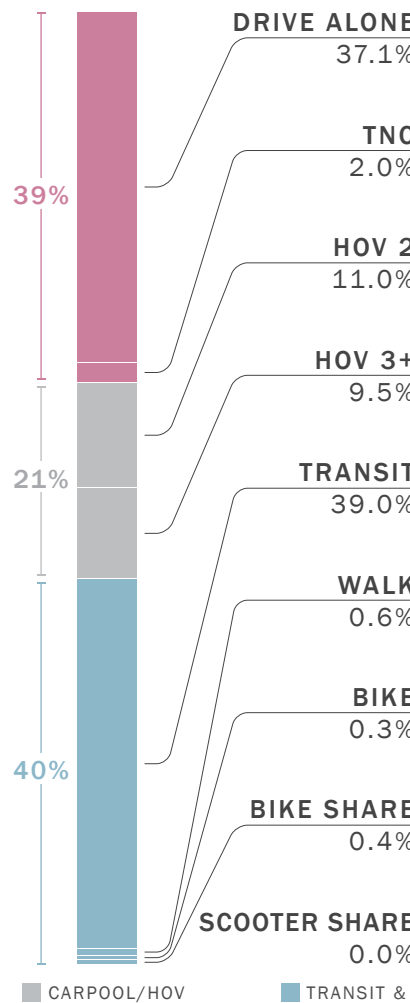
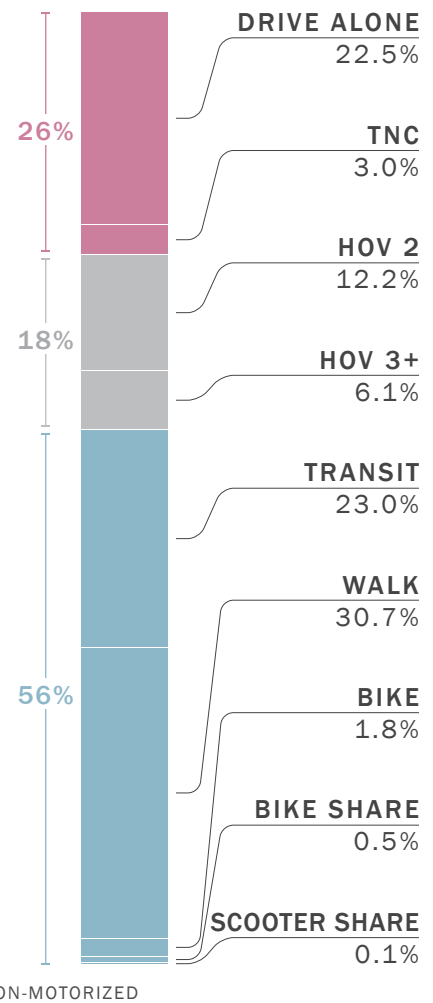


Figure 0-17. Combined mode split for Intra/To/From San Francisco Person Trips



What are we doing to manage congestion?

MANAGING DEMAND FOR TRAVEL

San Francisco has a multi-sector strategy for managing congestion, including land use, transit, bicycle & pedestrian investment & on-street prioritization, and demand management (including parking management, HOV/bus priority and in some locations, road pricing). These include a focus on new development as well as on managing congestion in existing neighborhoods and built up areas:

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
 - » Central SoMa Land Use Plan
 - » Central Waterfront development projects
 - » Treasure Island, Hunter's Point /Shipyard, Schlage Lock, Parkmerced
 - » Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
 - » School Access Plan
 - » SF Business Relocation TDM Project
 - » Commuter Benefits Ordinance and Emergency Ride Home Program
 - » SFMTA Commuter Shuttle Policy
 - » SFMTA Carsharing Policy
 - » SFMTA Bayview Community Based Transportation Plan
 - » Travel Demand Management Ordinance
 - » Downtown Congestion Pricing Study (paused until 2022)
 - » Traffic Congestion Mitigation Tax
 - » District 4 Mobility Improvements Study
 - » Octavia Boulevard Circulation and Accessibility Study Update

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area 2050 identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development. The Transportation Authority prepared a Transportation Investment and Growth Strategy, which describes how San Francisco will support PDAs through transportation investment. This is currently being updated for December 2021. The city's use of Metropolitan Transportation Commission PDA planning funds is supporting the following planning efforts and studies in line with the Transportation Investment and Growth Strategy:

- PDA Planning Projects
 - » Caltrain Southeast Rail Station Study
 - » District 4 Mobility Improvements Study
 - » Octavia Boulevard Circulation and Accessibility Study Update

-
- » Embarcadero Multimodal Design
 - » Bayshore Multimodal Facility Location Study
 - » M-Oceanview Realignment
 - » Ocean Avenue Streetscape Plan
 - » Market/Noe Streetscape Design and EIR update
 - » Balboa Reservoir TDM
 - » Transit Corridors Study (ConnectSF)
 - » Streets and Freeways Study (ConnectSF)
 - » Downtown/Van Ness (Central Corridor)
 - » Treasure Island Mobility Management Study

PLANNING PROJECTS

ConnectSF is a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. That vision is guiding plans for the city and its transportation system as agencies work to identify needed transit, streets, and highway improvements. ConnectSF developed a long-range vision for 2065 that serves as the underpinning of the next San Francisco Transportation Plan, SFTP 2050. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion.

Key initiatives include:

- Vision Zero Program
- Caltrain Downtown Rail Extension to Salesforce Transit Center
- New Transbay Rail Crossing (Link21)
- 101/280 Managed Lanes Equity Study and MAP 101 coordination
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance))
- Van Ness, Geary, and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)
- School Access Study
- SFMTA Quick Build and MuniForward projects

FUNDING AND DELIVERING PROJECTS

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs – mainly capital infrastructure, through grant programs such as the Proposition K transportation sales tax, Proposition AA vehicle registration fee and regional One Bay Area Grants (OBAG) programs, as well as coordinating with other local and regional agencies to apply for State and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds.

- Muni New and Renovated Vehicles
- Muni Central Subway
- Caltrain Downtown Rail Extension to Salesforce Transit Center
- Caltrain Peninsula Corridor Electrification Project

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as lead agency for the construction of the Yerba Buena Island Southgate Road Realignment and West Side Bridges Seismic Retrofit Projects.

Finally, the Transportation Authority is undertaking two additional planning and funding efforts: updating our countywide transportation plan known as the San Francisco Transportation Plan (SFTP) – a third phase of ConnectSF – and preparing to seek voter support to extend the transportation sales tax program another 30 years through development and approval of a new transportation sales tax Expenditure Plan.



Memorandum

AGENDA ITEM 8

DATE: December 2, 2021

TO: Transportation Authority Board

FROM: Joe Castiglione - Deputy Director for Technology, Data & Analysis

SUBJECT: 12/7/21 Board Meeting: Approve the 2021 San Francisco Congestion Management Program

RECOMMENDATION Information Action

Approve the 2021 San Francisco Congestion Management Program (CMP).

SUMMARY

As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law. This year's CMP was unlike any other in the past due to the profound effect of the COVID-19 pandemic on peoples' travel. The performance monitoring element of CMP 2021 shows that roadway and transit speeds have improved for the first time in a decade. However, congestion is returning gradually to the streets and strategies to managing congestion are key to maintaining accessibility as the city recovers. In addition to updated and expanded performance monitoring, the 2021 CMP also provides updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2019.

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



BACKGROUND

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City's transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal CIP.

The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

DISCUSSION

The past year and a half are without precedent in the past century, as the COVID pandemic disrupted peoples' health, livelihoods, activities, and the economy overall. These changes have, in turn, had a profound effect on peoples' travel, as shelter-in-place orders reduced the number and type of activities people were able to participate in publicly, as employers



responded with reduced workforces and with the widespread implementation of telecommute policies for some types of workers, as some residents relocated (at least temporarily) to other parts of the region, state, and country, and as transit agencies reduced and reconfigured service offerings. All of these changes, as well as many others, affected the performance of San Francisco's transportation system, as reflected in this update to San Francisco's CMP. The 2021 CMP is a substantive update, reflecting new data collection and expanded reporting, activities related to important policy developments at various levels, and significant planning progress since 2021. Key updates are summarized in the sections below.

Roadway Performance.

- Roadway Level-Of-Service (LOS) Results:** The Transportation Authority, through its consultant team, conducted roadway LOS monitoring on the CMP network during the spring of 2021. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2019 and 2021 are shown in Figure 1. Average arterial travel speeds have increased 33% from 13.3 miles per hour (mph) to 17.7 mph in the AM peak and also increased 36% from 12.2 mph to 16.7 mph in the PM peak. In the AM peak, the average travel speed on freeways increased 46% from 31.5 mph to 46.0 mph. In the PM peak, the average travel speed for freeways increased 42% from 23.6 mph to 33.7 mph. The overall increases in speeds are a reversal in the trend of declining roadway performance observed during the past decade. Most of the change is attributable to COVID-19 impacts on the economy and peoples' daily travel patterns.

Facility Type	Spring 2019	Spring 2021
Arterial AM	13.3 mph	17.7 mph
Arterial PM	12.2 mph	16.7 mph
Freeway AM	31.5 mph	46.0 mph
Freeway PM	23.6 mph	33.7 mph

- Roadway Travel Time Reliability:** A new metric for roadway reliability is introduced this year call the Buffer Time Index (BTI). This is calculated as the amount of additional travel time (expressed as a percent of average travel time) that the travelers need to additionally budget so that they have a 95% chance of arriving on time. BTI improved by about 15% on arterials and 5% on freeways between 2019 and 2021.



Transit Performance.

- **Transit Speeds:** The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency (SFMTA) from on-vehicle Automatic Passenger Counters. Average bus speeds on the CMP network during the 2021 monitoring period were 9.7 mph in the AM peak period and 9.4 mph in the PM peak. Compared to the last monitoring cycle in 2019, speeds increased by approximately 15% and 24% in the AM peak and the PM peak periods respectively, continuing the trend of improvements in transit speeds that was observed between 2017 and 2019.
- **Transit Travel Time Reliability:** This is measured in terms of transit speed variability calculated as the ratio between the standard deviation of transit speeds and the average transit speeds, expressed as a percentage. Lower percentages indicate less variability and more reliable service. Between 2019 and 2021 transit speed variability worsened further from 21% to 23% in AM and from 21% to 25% in the PM peak.
- **Transit Coverage:** This CMP update introduces a new metric that quantifies transit coverage by walk access to various transit service frequency levels. The metric indicates that in 2019, prior to COVID-19 pandemic, over 95% of the population had access to some level of transit service. In 2020, during the beginning of the pandemic this was reduced to about 70%. By Spring 2021, as service was restored, 90% of the population had access to transit. Similarly, access to high-frequency transit (5-minute headway) service has improved from 15% of the population in Spring 2020 to about 30% in Spring 2021. This analysis does not reflect the service restoration that Muni is proposing for early 2022.
- **Automobile to Transit Speed Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. Average Muni bus speeds on the CMP network increased between 2019 and 2021, continuing the trend of improvement in transit speeds that was observed in between 2017 and 2019. However, this increase in transit speed was lower in magnitude compared to increase in auto speeds. As a result, transit to became less competitive with driving, as indicated by an increase in the ratio of auto speed to transit speed in AM peak from an average of 1.58 in 2019 to 1.82 in 2021, and by an increase in the PM peak from an average of 1.61 in 2019 to 1.77 in 2021.

Other CMP Elements.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city's efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements. The Planning Department refined TDM Ordinance program standards in June 2018 to



clarify and strengthen the TDM program based on experience from the first year of implementation. The Transportation Authority has initiated the School Access Plan for San Francisco to recommend transportation solutions for K-5 students and their families. Solutions will seek to close equity gaps and provide sustainable transportation options to help reduce vehicle travel.

- **Land Use Impacts Analysis Program:** This chapter documents updates to the Regional Growth Framework, including updated criteria for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), and a new Priority Production Area (PPA) pilot program. San Francisco most recently adopted new PDA and PCA designations in 2019 in support of the recently adopted Plan Bay Area 2050 and is working with the Metropolitan Transportation Commission (MTC) to promote development within PDAs in the Bay Area. These efforts include discussions of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and MTC's Community Based Transportation Planning program. Finally, the chapter provides updates to Transportation Authority's coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2021 CMP reflects program updates since adoption of the 2019 CMP, most notably 2018 and 2019 Transportation Fund for Clean Air county programs, Cycle 5 of the Lifeline Transportation Program, OBAG Cycle 2, the 2021 Prop K Strategic Plan and the 2017 Prop AA Strategic Plan and associated 5-Year Prioritization Programs. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.
- Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects including the Caltrain Downtown Rail Extension, Caltrain Electrification, the Central Subway, Yerba Buena Island West Side Bridges, and proposed bus rapid transit improvements on Van Ness Avenue and Geary Boulevard.
- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2019, and model enhancements are discussed in



the 2021 CMP, along with required documentation of consistency with MTC modeling practices.

Next Steps. After approval from the Transportation Authority Board, the 2021 CMP report will be submitted to MTC for a review of consistency. MTC has not provided updated CMP guidance this year. However, the Transportation Authority intends to submit the report to MTC as it has done for the past CMP updates.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget.

CAC POSITION

The CAC considered this item at its December 1, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation. The CAC appreciated the data and analysis prepared for the CMP and encouraged staff to develop an outreach approach to ensure that information about the congestion tracker, in particular, is made available to people and communities who might not have internet access.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft 2021 CMP Executive Summary
- Enclosure A - Draft 2021 San Francisco Congestion Management Program
- Enclosure B - CMP Technical Appendices

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RESOLUTION AMENDING RESOLUTION 21-51 TO APPROVE A REVISED SCHEDULE FOR DEVELOPMENT OF A NEW EXPENDITURE PLAN FOR REAUTHORIZATION OF THE LOCAL SALES TAX FOR TRANSPORTATION

WHEREAS, On June 8, 2021, The Transportation Authority approved Resolution 20-51 establishing the schedule and process for development of a new Expenditure Plan for reauthorization of the local sales tax for transportation and establishing an Expenditure Plan Advisory Committee (EPAC) to provide feedback and advice on the make-up of the new Expenditure Plan; and

WHEREAS, The schedule and process were designed to target a potential ballot measure for the June 7, 2022, but with the ability to be adapted to the November 8, 2022 election if the Board so directed; and

WHEREAS, Staff recently learned of a statewide initiative for a constitutional amendment that, if passed, may be interpreted to void the sales tax measure if approved by voters at the June 2022 election; and

WHEREAS, rather than risk voiding a measure approved in June 2022 and needing to go back to the voters a second time, and per the guidance of the Transportation Authority Chair and Vice Chair, staff are refocusing efforts on the November 2022 election and have prepared a proposed revised schedule for development of a new Expenditure Plan shown in Attachment 1; and

WHEREAS, Adoption of the proposed revised schedule enables staff to continue developing an Expenditure Plan that may, if adopted by the Board, be placed on the November 2022 ballot, but does not commit the Transportation Authority to doing so; and

WHEREAS, The proposed revised schedule will allow sufficient time to develop the Expenditure Plan and to address other statutorily required steps such as adoption of the Expenditure Plan by the Transportation Authority following a public



hearing and submission of the plan to the Metropolitan Transportation Commission for a consistency review; and

WHEREAS, The previously adopted process for development of the new Expenditure Plan will be extended to correspond to the proposed revised schedule, including extending the EPAC through February 2022 and continuing community and stakeholder engagement as well as collaboration with project sponsors and partner agencies through regular meetings including the Transportation Authority's Technical Working Group; now, therefore, be it

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

RESOLVED, That the Executive Director is authorized to share this information with all relevant parties.

Attachment:

- Attachment 1 - Draft Revised Milestone Schedule

Attachment 1
Draft Revised Milestone Schedule for Development of a New Expenditure Plan*

Dates	Milestone
February 10, 2022	Expenditure Plan Advisory Committee Meeting: approve final Expenditure Plan
March 8, 2022	Transportation Authority Board Meeting: public hearing on draft Expenditure Plan and first approval action
March 22, 2022	Transportation Authority Board Meeting: final approval action on Expenditure Plan
April 8, 2022	MTC Planning Committee Meeting: reviews/recommends the Expenditure Plan consistency finding
April 27, 2022	MTC Commission Meeting: approves consistency finding
May - June	Board of Supervisors approves the Expenditure Plan and submits to Elections Commission for inclusion of the ordinance on the November 2022 ballot

**Updated to reflect a potential November 2022 ballot measure. Dates are subject to change. For the most current meeting information, see www.sfcta.org/events.*



Memorandum

AGENDA ITEM 9

DATE: December 3, 2021

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 12/07/2021 Board Meeting: Amend Resolution 21-51 to approve a revised schedule for development of a New Expenditure Plan for the half-cent sales tax

RECOMMENDATION Information Action

Amend Resolution 21-51 to approve a revised schedule for development of a New Expenditure Plan for the half-cent sales tax

SUMMARY

At the direction of the Board, we have been working to develop a New Expenditure Plan for Prop K, the half-cent transportation sales tax measure approved by voters in November 2003. After consulting with Chair Mandelman and Vice Chair Peskin and per their guidance, we recently shifted our efforts to focus on the November 2022 election rather than June 2022, given the potential impacts of a statewide initiative for a constitutional amendment titled "The Taxpayer Protection and Government Accountability Act." The initiative would require any proposed tax seeking voter approval be consolidated with a regularly scheduled general election for members of the governing body of the local government, with few exceptions. The initiative would apply retroactively to any tax adopted after October 1, 2021. The initiative has just received state approval to gather signatures and it appears that the measure could qualify for and meet the simple majority threshold for passage at the November 2022 ballot. Thus, rather than risk voiding a measure approved in June 2022 and needing to go back to the voters a second time, we are refocusing our efforts on November 2022. This memo provides an update on timeline for development of a New Expenditure Plan, including extending the Expenditure Plan Advisory Committee's meeting schedule into February 2022 (Attachment 1), and other outreach we have underway.

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



BACKGROUND

The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the new Prop K Expenditure Plan, which is currently in place. Since then, the Transportation Authority has directed more than \$1.9 billion in half-cent sales tax funding citywide.

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

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

DISCUSSION

We were recently informed of a statewide initiative for a constitutional amendment ("The Taxpayer Protection and Government Accountability Act") that, if passed, may be interpreted to void the sales tax measure if approved by voters at the June 2022 election. Thus, rather than risk voiding a measure approved in June 2022 and needing to go back to the voters a second time, and per the guidance of the Transportation Authority Chair and Vice Chair, we are refocusing our efforts on the November 2022 election.

In June 2021, when the Board approved Resolution 21-51, establishing the original schedule and process for development of a New Expenditure Plan targeting the June 2022 election, we had flagged that it was adaptable to a November 2022 election, if directed by the Board. We are still seeking to confirm precise meeting dates for calendar year 2022; however, our initial look at the revised schedule includes:

- Extending EPAC meetings into February 2022 when they would approve the final Expenditure Plan



- Transportation Authority Board public hearing and action to approve the Expenditure Plan in March 2022
- Metropolitan Transportation Commission action to approve the Expenditure Plan in April 2022
- Board of Supervisors Action to approve the Expenditure Plan and place the sales tax measure on the ballot in May-July 2022
- November 8, 2022 election

We are currently checking in with EPAC members to confirm their willingness to continue to serve on the EPAC for 3-4 additional meetings, extending their service from December 2021 through February 2022. We anticipate being able to provide a more detailed revised schedule in mid-December after the 2022 meeting schedules for the Transportation Authority and Board of Supervisors are set.

EPAC Update. The EPAC has been meeting virtually twice a month since early September. Agendas and other meeting materials are posted online at the project website (www.sfcta.org/ExpenditurePlan) and on the Transportation Authority's meetings, agendas and events calendar (www.sfcta.org/events).

The goal of the EPAC is to help shape the New Expenditure Plan and ultimately, recommend that the Transportation Authority Board approve the New Expenditure Plan for the ongoing half-cent sales tax for transportation and place it on the ballot. We are very grateful to all the EPAC members and alternates who continue to dedicate their time and energy toward this important effort. We are currently working with the EPAC to extend their meeting schedule into the new year given our extended timeline for the measure.

The EPAC has reviewed preliminary draft recommendations for a New Expenditure Plan (Attachment 2) and after receiving a lot of background information on program needs and benefits from project sponsors, the EPAC has recently begun discussing funding levels for different programs, policies around project prioritization, and program descriptions and project eligibility. Partner agency staff will continue to be available to the EPAC at its meetings to help answer any questions the EPAC may have. We are also appreciative of the time and effort our partner agencies have dedicated to supporting the EPAC deliberations.

New Expenditure Plan Outreach and Engagement. During prior presentations to the Board, we described the outreach and engagement strategy for the development of the New Expenditure Plan. The strategy is multifaceted and draws on lessons learned from other projects at the Transportation Authority to help ensure that we hear from folks who may be disproportionately affected by the sales tax while being respectful of the organizations that serve low-income communities and communities of color, many of which are stretched thin right now due to the lengthy pandemic. Attachment 3 lists each of the outreach and



engagement strategies and provides a status update for each. We will provide a summary of feedback received during the meeting.

Next Steps. The next virtual EPAC meeting is scheduled for December 9 from 6 to 8 pm. We will keep working with our agency partners while we move forward with our outreach and engagement strategy. We will continue to provide regular updates to the Board and Community Advisory Committee and have reached out to all of the Board offices to offer briefings.

FINANCIAL IMPACT

The recommended action would increase salary costs for the reauthorization effort by an estimated \$85,000 due to the extended timeline and additional outreach. However, it would not increase total budgeted personnel expenditures in the adopted agency budget; but may shift salaries and corresponding fringe benefit expenditures between other funds to the Sales Tax Program. We would reflect these changes in the mid-year budget revision.

CAC POSITION

The Community Advisory Committee (CAC) was briefed on this item at the December 1, 2021 meeting as an information item. We advised the CAC that we intended to convert this to an action item to approve the revised schedule to be considered by the Board at the December 7 meeting. We had not made this determination at the time we posted the CAC packet.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft Revised Schedule (November 2022 election)
- Attachment 2 - Preliminary Draft New Expenditure Plan (October 4, 2021)
- Attachment 3 - New Expenditure Plan Outreach and Engagement Plan Status



NEW EP CATEGORY - SUBCATEGORY - PROGRAM	MAXIMUM FUNDING (2020 MILLION\$*)	PERCENT OF TOTAL**
Major Transit Projects	\$556.5	23.3%
Muni Reliability and Efficiency Improvements	\$110.0	4.6%
Muni Rail Core Capacity	\$57.0	2.4%
BART Core Capacity	\$50.0	2.1%
Caltrain Service Vision: Capital System Capacity Investments	\$10.0	0.4%
Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$329.5	13.8%
Transit Maintenance & Enhancements	\$1,049.0	43.9%
Maintenance, Rehabilitation and Replacement	\$936.8	39.2%
Muni – Vehicles	\$453.7	19.0%
Muni – Facilities	\$118.5	5.0%
Muni – Guideways	\$238.8	10.0%
BART	\$21.3	0.9%
Caltrain	\$100.0	4.2%
Ferry	\$4.5	0.2%
Transit Enhancements	\$112.2	4.7%
Transit Enhancements	\$38.2	1.6%
BART Station Access, Safety and Capacity	\$9.3	0.4%
New Bayview Caltrain Station	\$27.7	1.2%
Mission Bay Ferry Landing	\$7.0	0.3%
Next Generation Transit Investments	\$30.0	1.3%
Paratransit	\$205.4	8.6%
Streets and Freeways	\$440.4	18.4%
Maintenance, Rehabilitation and Replacement	\$122.7	5.1%
Street Resurfacing, Rehabilitation and Maintenance	\$105.0	4.4%
Pedestrian and Bicycle Facilities Maintenance	\$17.7	0.7%
Safe and Complete Streets	\$274.7	11.5%
Safer Streets (signals, traffic calming, bikes and peds)	\$226.9	9.5%
Curb Ramps	\$23.9	1.0%
Tree Planting	\$23.9	1.0%
Freeway Safety and Operational Improvements	\$43.0	1.8%
Vision Zero Ramps	\$8.0	0.3%
Managed Lanes and Express Bus	\$15.0	0.6%
Transformative Freeway & Major Street Projects	\$20.0	0.8%
Transportation System Development & Management	\$162.0	6.8%
Transportation Demand Management	\$30.0	1.3%
Transportation, Land Use and Community Coordination	\$132.0	5.5%
Neighborhood Transportation Program	\$40.0	1.7%
Equity Priority Transportation Program	\$40.0	1.7%
Development Oriented Transportation	\$42.0	1.8%
Citywide / Modal Planning	\$10.0	0.4%
Total Draft Expenditure Plan	\$2.413 billion	101.1%
Total Draft Revenue Forecast	\$2.383 billion	

* All funding amounts are in millions of 2020 dollars.

** EP percentages are based on a percent of the conservative 30-year revenue forecast. We may add additional funding based on a more optimistic forecast.

*** EP percentages do not add up to 100% of the conservative 30-year revenue forecast in this preliminary draft, and totals may not add up due to rounding errors.



**Attachment 3.
New Expenditure Plan Outreach and Engagement Strategy
Status as of November 22, 2021**

Engagement Method	Description	Schedule
Community Interviews	One-on-one discussions with community members living in, working in, or serving Equity Priority Communities, to learn about transportation priorities in their communities	Completed eight (8) interviews, July through September 2021 Summary provided to the EPAC on November 18, 2021
Non-English Focus Groups	Focused discussions in Spanish, Chinese and Russian, in partnership with community-based organizations and targeting mono-lingual communities who are difficult to reach through other means, to get feedback on potential investment types	Completed three (3) focus groups in October 2021 Summary provided to the EPAC on November 18, 2021
Town Hall Meetings	Broad public meetings which will be recorded and posted online	Completed 1 town hall in November 2021; tentative planning for one (1) additional in January 2022
Expenditure Plan Advisory Committee (EPAC)	A diverse group of 27 representatives convened to provide input and ultimately recommend that the Transportation Authority Board approve a new Expenditure Plan for the ongoing sales tax for transportation and place it on the ballot. The EPAC will be meeting approximately twice a month in public virtual meetings. Meeting agendas and materials are posted on our website at www.sfcta.org/expenditureplan	Ongoing meetings September 2021 - February 2022
Online Survey	An online questionnaire to get feedback on potential investment types; available in English, Spanish, Chinese and Filipino	Ongoing: live online at www.sfcta.org/expenditureplan Summary of responses to date provided to the EPAC on November 18, 2021
Joining Existing Meetings	Presentations and discussions with organizations that are regularly meeting to get feedback on potential investment types and educate the public	Ongoing through March 2022
Traditional, Social, and Multi-lingual Media	Multi-modal media strategy to educate the public about the new expenditure plan effort and engagement opportunities	Ongoing through March 2022



Voter Opinion Survey	A statistically-significant telephone and online survey of registered voters to help inform ballot measure timing and messaging	Planned for early 2022
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Memorandum

AGENDA ITEM 10

DATE: December 2, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 12/07/21 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

Led by San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, underground sewer/water utilities upgrades, turn restrictions, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; and traffic signals. SFPW has developed a phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start in 2022. A new Muni streetcar track loop circling the block between 7th Street and McAllister Street is Phase 2. The project team developed multiple alternative design proposals and, in response to community-identified priorities of minimizing construction impact and maintaining service for the F Market streetcar, the BMS team selected Alternative 1 which prioritizes safety and streetscape improvements, while minimizing underground work, which will also reduce project cost and business impacts for Phase 1. The BMS team completed advertised the project on October 13, 2021. The BMS team anticipates awarding the construction contract in January 2022 with construction expected to last less than 2 years. Cristina Calderón Olea, SFPW project manager, will provide an update to the Board.

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



BACKGROUND

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

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

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.



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. 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 December 1, 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. There will also be detours set up for cyclists to take Mission Street.

Muni Center Lane: 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, and utility investigation cost of approximately \$100,000. The project budget includes a 10% contingency and soft costs of \$12,000,000. The largest components of soft costs include construction management (~15%) and construction design service (~10%). The soft cost also includes construction mitigation, utility coordination, and transit support. The total budget is \$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 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 the Federal Highway Administration 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 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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ConnectSF and the San Francisco Transportation Plan (SFTP) 2050

Streets and Freeways Study Outreach Findings,
SFTP Introduction



San Francisco
County Transportation
Authority

Agenda Item 11
December 7, 2021

About ConnectSF

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future



Equity



**Economic
Vitality**



**Environmental
Sustainability**



**Safety and
Livability**



**Accountability
and Engagement**



**San Francisco
County Transportation
Authority**

About ConnectSF



Phase 1 Vision

- ConnectSF Vision



Phase 2 Needs

- Statement of Needs
- Transit Corridors Study
- Streets and Freeways Study



Phase 3 Policies & Priorities

- San Francisco Transportation Plan
- Transportation Element of SF General Plan



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Current phase of work

Streets and Freeways Study



The Streets and Freeways Strategies help address our challenges and move us closer to citywide goals.

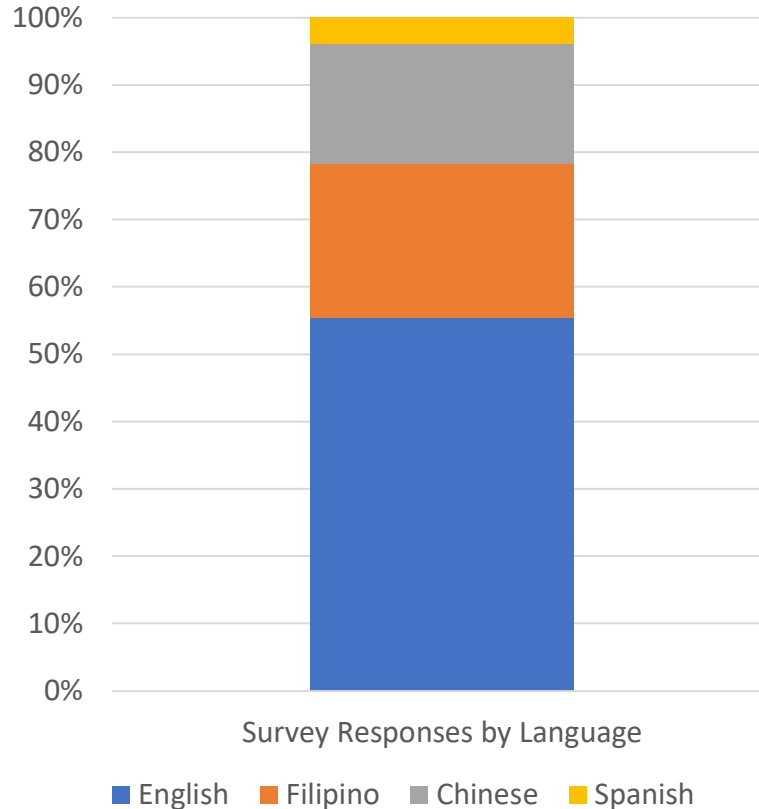
1. **Maintain** and reinvest in the current transportation system
2. **Prioritize transit** and carpooling on our streets and freeways
3. Build a **complete network for walking and biking**
4. **Prioritize safety** in all investments and through targeted programs
5. **Repair harms** and reconnect communities



Streets and Freeway Strategy Outreach Responses



- 671 survey responses
- 11 CBO partnerships to share outreach opportunities
- In-language Townhall



Streets and Freeway Outreach Top Level Findings



Priorities to build a **complete active network**:

All three options ranked high for level of importance.

1. Reduce speeds and create more space on neighborhood streets
2. Separated, high-quality bike networks
3. Walk and bike connections to transit



Streets and Freeway Outreach Top Level Findings



Top efforts to best support **strategies to dedicate space for efficient travel options** like transit, biking, and walking

1. Rewards and discounts for using transit
2. Traffic calming on local streets to minimize cut-through traffic
3. Manage curbs to reduce double parking, especially in bike and transit lanes



Streets and Freeway Outreach Top Level Findings



Top **strategies** to make our streets safer for everyone

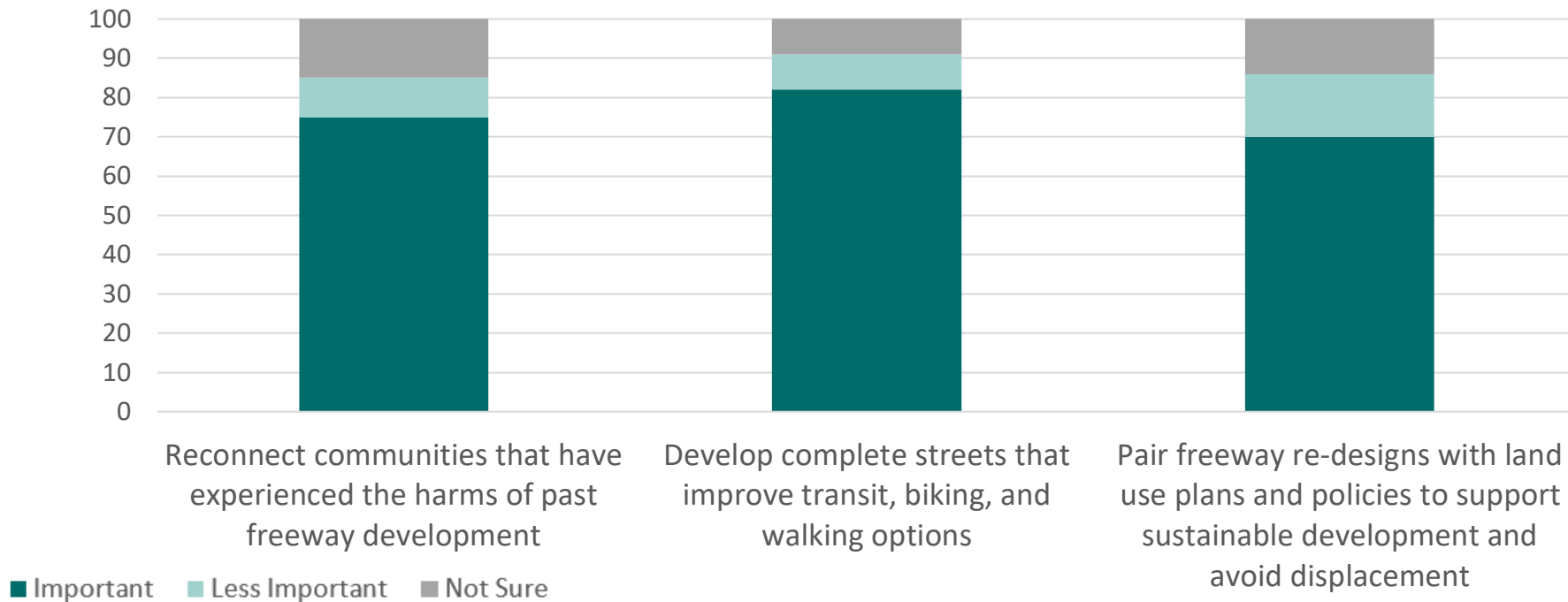
1. Traffic calming
2. More dedicated space to walk and bike
3. Reduce speed limits
4. Advocate for authority to use speed safety cameras



Streets and Freeway Outreach Top Level Findings



Importance of **principles to guide transformations** on freeways and major streets



Re-connecting Communities

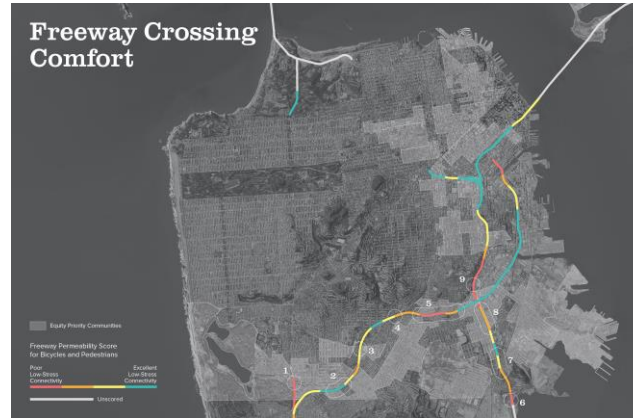


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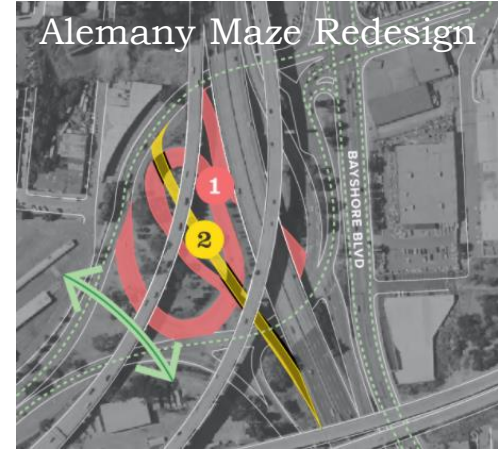
Geary Underpass Fill



Freeway Crossing Comfort



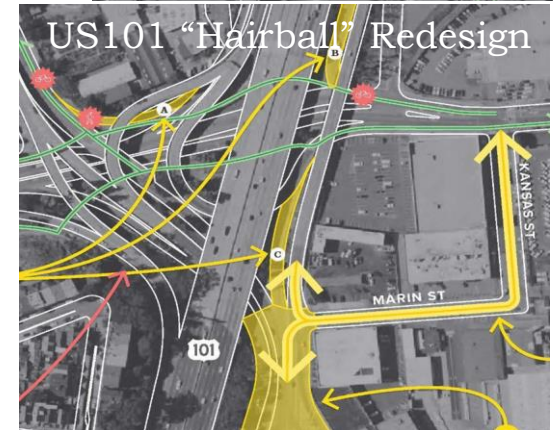
Alemany Maze Redesign



Brotherhood/Alemany Redesign



US101 "Hairball" Redesign

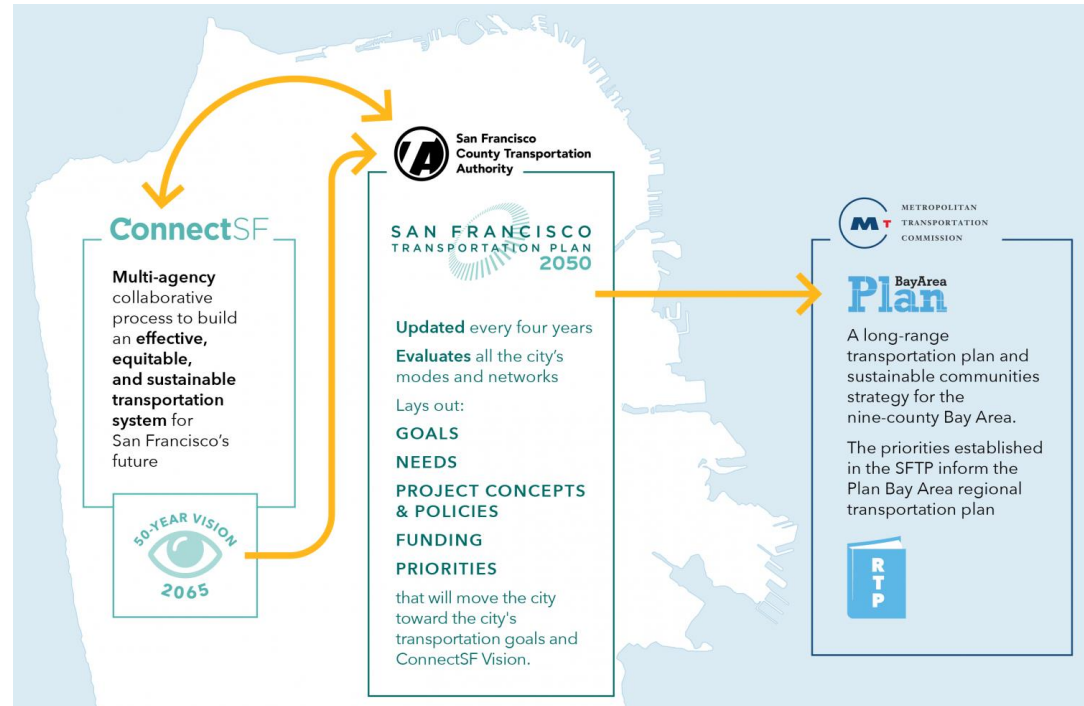


What is the SFTP?



The San Francisco Transportation Plan is the countywide 30-year blueprint for transportation system development & investments

- Integrates all modes and operators
- Identifies infrastructure priorities for state and federal funding
- Includes policy initiatives
- Investment and Vision Plans
- Updated every four years with Plan Bay Area



How is the SFTP developed?



SFTP Inputs

1. ConnectSF
 - Vision
 - Goals
 - Needs
 - Modal Studies
2. Plan Bay Area 2050
3. Other planning / policy efforts



SFTP Components

- Strategic initiatives / policies
- Outreach and engagement
- Financial needs assessment
- Revenue estimates
- Performance metrics / prioritization



SFTP 2050

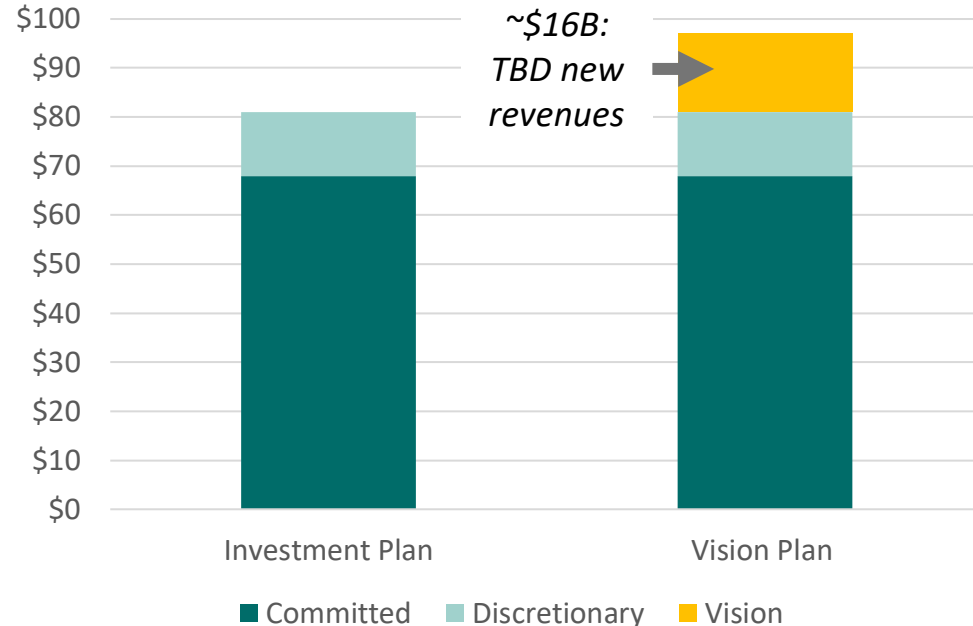
- Investment Plan
- Vision Plan
- Recommendations: policies and strategic initiatives

SFTP Investment Revenues



- **Committed** funds have been committed to specific projects or uses
- **Discretionary** funds are more flexible
- **2050 Investment Plan** based on the expected transportation revenue for 30 years
- **2050 Investment Vision** considers potential new transportation revenues

**Draft Investment and Vision Plan Revenues,
2020 dollars (in billions)**



Committed vs Discretionary Funds



60% LOCAL COMMITTED

e.g. Developer Fees; TNC Tax

9% REGIONAL COMMITTED

e.g. Bridge Tolls

6% STATE COMMITTED

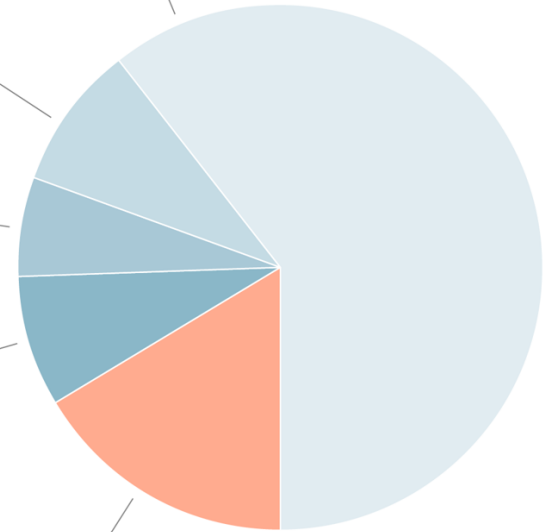
e.g. Gas Tax Subvention for Local Streets and Roads

8% FEDERAL COMMITTED

e.g. FTA State of Good Repair Formula Funds

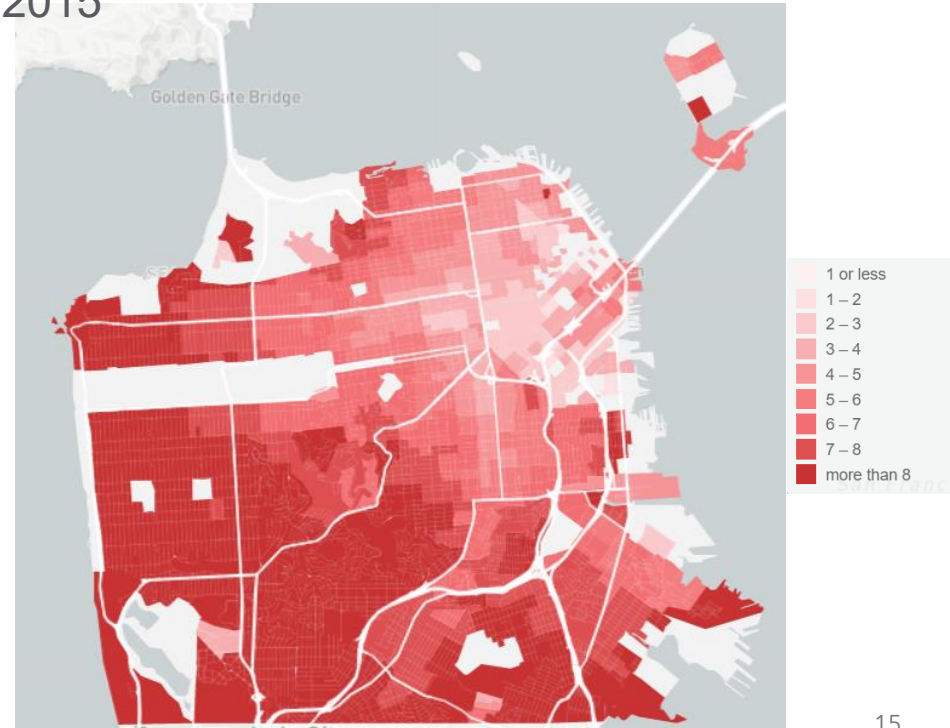
16% DISCRETIONARY REVENUES

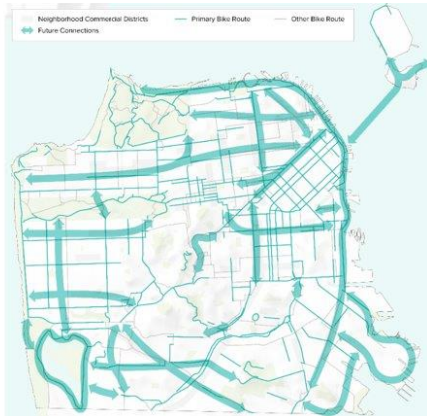
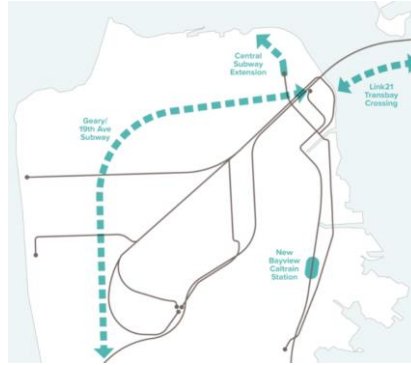
e.g. OBAG; SB 1 Competitive Programs; New/Small Starts; Anticipated Unspecified



- Equity
- Economic Vitality
- Environmental Sustainability
- Safety and Livability
- Accountability and Engagement

Vehicle Miles Traveled Per Person,
2015





Policy Initiatives and Strategies



- Climate Action Plan and Electrification
- Equity, Access and Affordability
- Priority Development Areas
- Vision Zero and Safe Routes to School
- New Mobility and Autonomous Vehicles
- Pricing and Demand Management
- Project Delivery



172 What is Coming Up?



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Sept '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar '22	April '22	May '22	June '22	July '22	Aug '22	Sept '22	Oct '22
Revenue Estimates, Needs, Performance Assessment									Draft Investment and Vision Plan				
					SFTP Outreach								
												Final Plan	

Transportation Element



Racial & Social Equity – Environmental Justice – Climate Resilience



Thank You.



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 12

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

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the quarterly internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2021/22 period ending September 30, 2021.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

Our Fiscal Policy (Resolution 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



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 deficit, 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



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:

Sales Tax Revenue – 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



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



**San Francisco
County Transportation
Authority**

Attachment 1
Governmental Funds
Balance Sheet (unaudited)
September 30, 2021

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds
ASSETS							
Cash in bank	\$ 23,316,180	\$ -	\$ 1,489,898	\$ 18,407,883	\$ -	\$ -	\$ 43,213,961
Deposits and investments with City Treasurer	74,731,050	-	-	-	-	5,594,719	80,325,769
Sales tax receivable	14,483,003	-	-	-	-	-	14,483,003
Vehicle registration fee receivable	-	-	-	1,190,558	-	-	1,190,558
Traffic congestion mitigation tax receivable	-	-	-	-	-	949,026	949,026
Interest receivable from City and County of San Francisco	139,434	-	-	-	-	-	139,434
Program receivables	-	22,739,590	-	-	132,916	-	22,872,506
Receivable from the City and County of San Francisco	-	1,297,552	-	-	1,236,450	-	2,534,002
Other receivables	3,010	-	-	-	-	-	3,010
Due from other funds	-	1,169,205	-	-	-	-	1,169,205
Prepaid costs and deposits	81,580	-	-	-	-	-	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	\$ 383,717	\$ 5,396,857	\$ -	\$ -	\$ 97,102	\$ -	\$ 5,877,676
Accounts payable to the City and County of San Francisco	50,368,648	-	671,133	3,617,840	-	150,236	54,807,857
Accrued salaries and taxes	345,638	-	-	-	-	-	345,638
Sales tax revenue bond (series 2017)	239,040,113	-	-	-	-	-	239,040,113
Interest payable	-	-	-	-	-	-	-
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	81,580	-	-	-	-	-	81,580
Restricted	2,693,783	-	339,484	15,559,542	-	6,323,029	24,915,838
Unassigned	(180,183,367)	-	-	-	-	-	(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



**San Francisco
County Transportation
Authority**

Attachment 2
Governmental Funds

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

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

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

Colleagues,

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

<i>(in \$ million)</i>	Current Month		Prior Month	
	<u>Fiscal YTD</u>	<u>September 2021</u>	<u>Fiscal YTD</u>	<u>August 2021</u>
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 *

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	WAM
Investment Type	Portfolio	Value	Value	Coupon	YTM	
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

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 5,698.9	\$ 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>

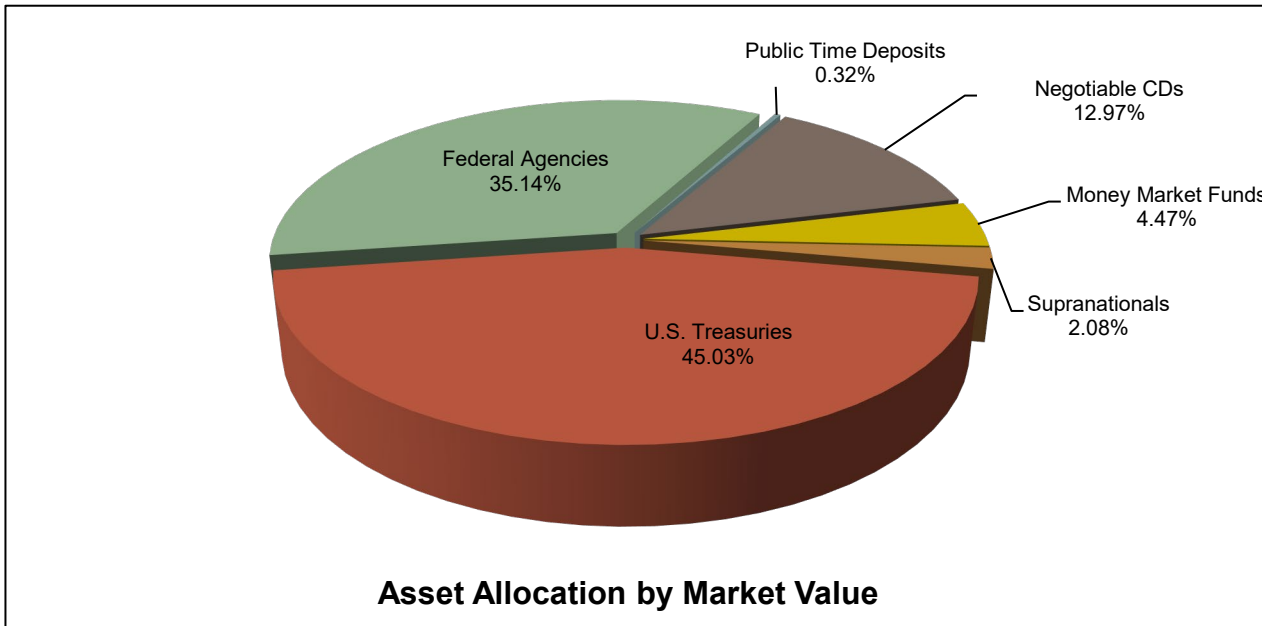
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

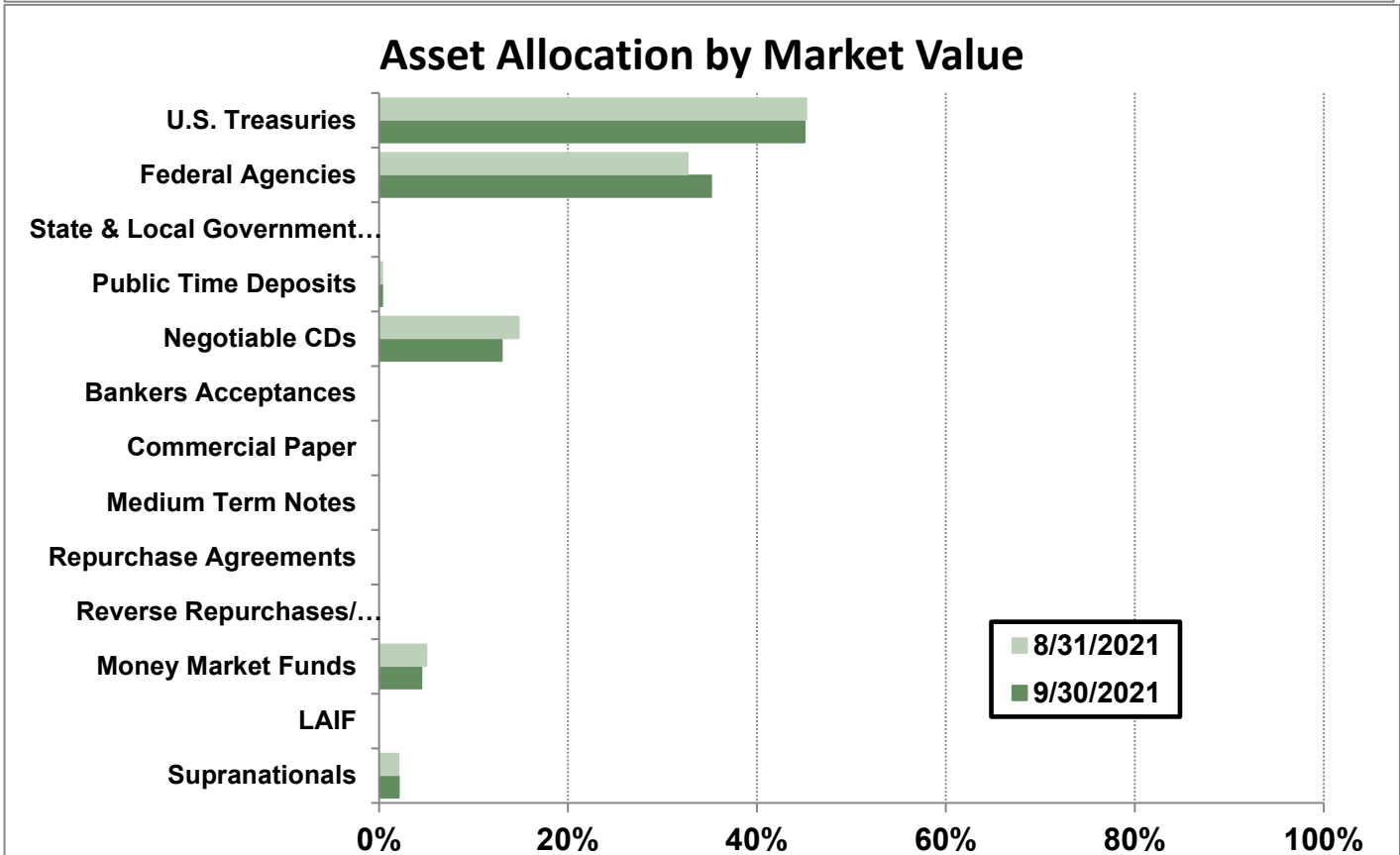
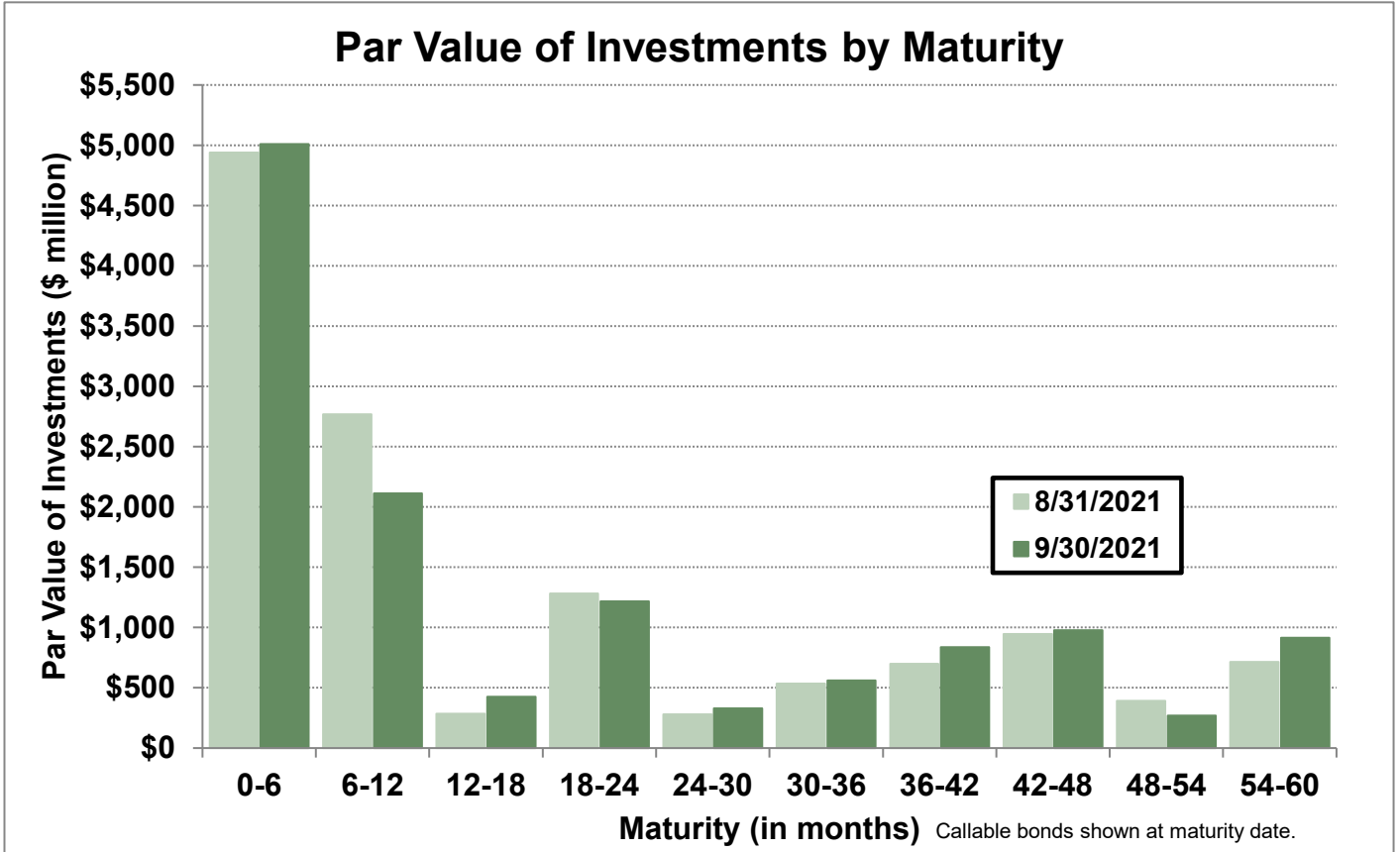
For the month ended September 30, 2021

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

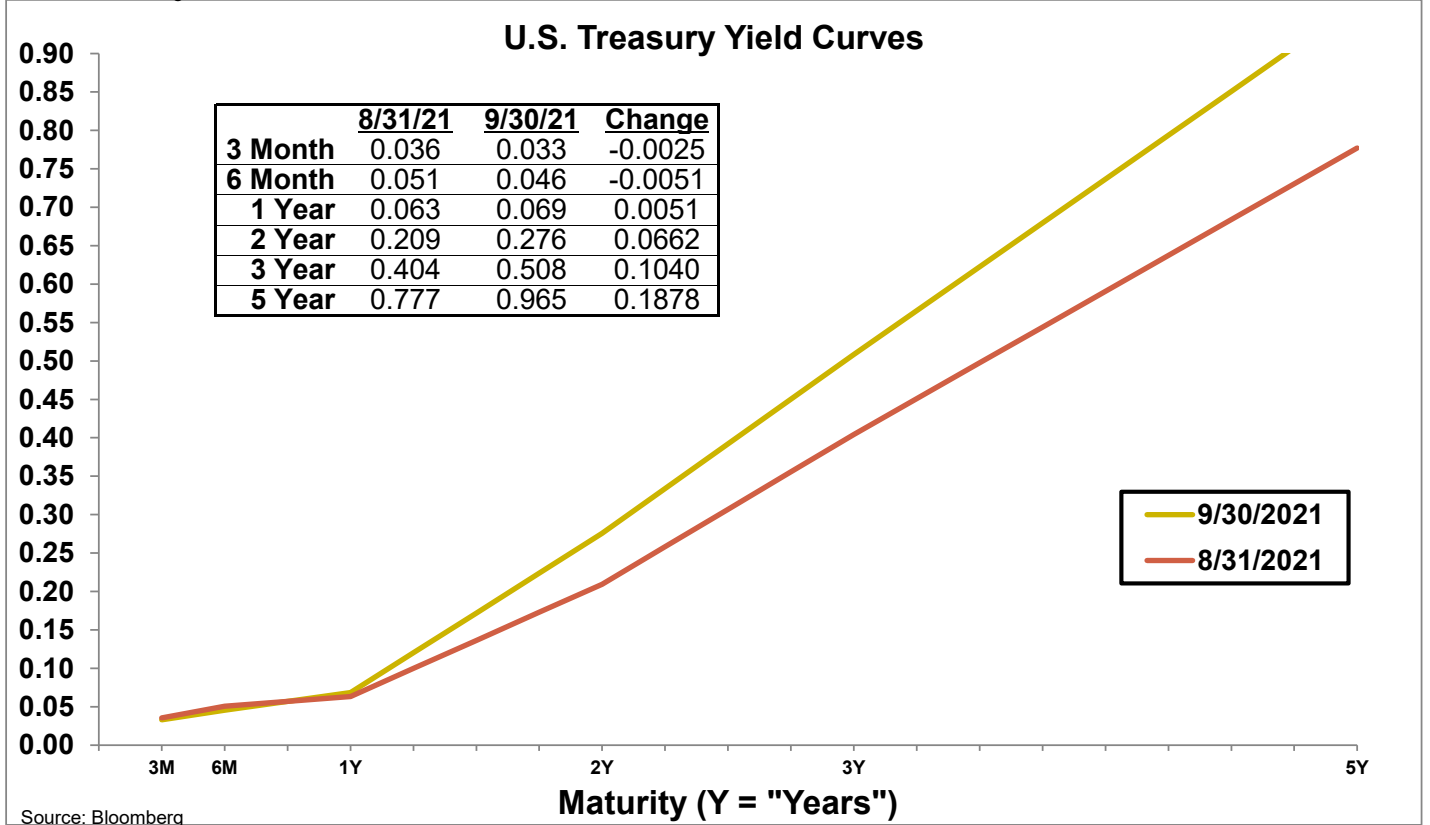
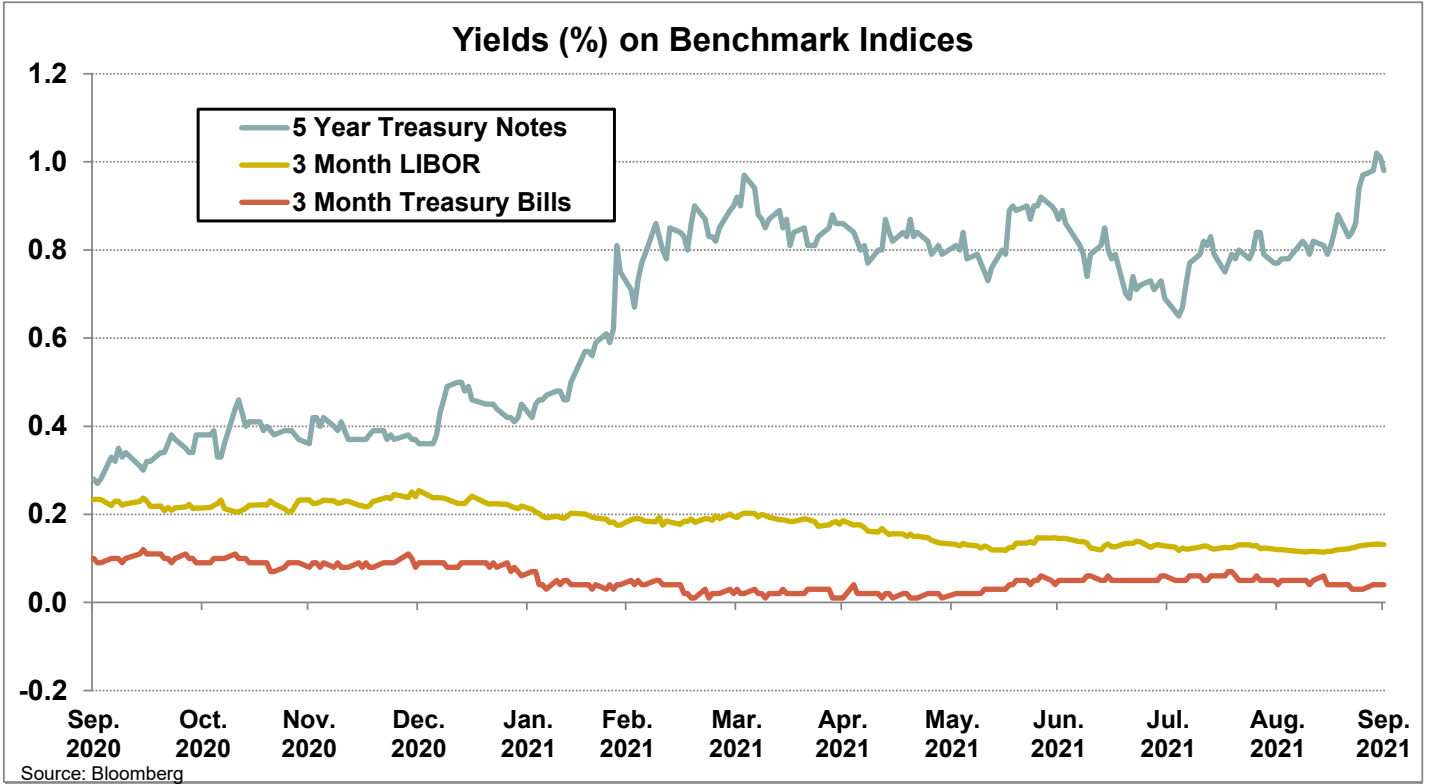
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries		\$ 5,698.9	\$ 5,732.6	\$ 5,712.9
Federal Agencies		4,446.8	4,449.1	4,458.5
Public Time Deposits		40.0	40.0	40.0
Negotiable CDs		1,645.0	1,645.0	1,645.8
Money Market Funds		567.1	567.1	567.1
Supranationals		259.5	265.2	263.7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



Portfolio Analysis Pooled Fund



Yield Curves



Investment Inventory

Pooled Fund

As of September 30, 2021

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Book Value	Amortized	
			Settle Date	Date				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	10/15/2021	2.88	50,000,000	51,318,359	50,052,584	50,054,000
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021	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	5/13/2021	11/12/2021	0.00	150,000,000	149,973,312	149,993,875	149,992,500
U.S. Treasuries	912796H69	TREASURY BILL	5/20/2021	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	11/30/2021	1.75	50,000,000	50,794,922	50,135,884	50,138,500
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021	1.75	100,000,000	99,312,500	99,972,248	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	12/4/2020	12/15/2021	2.63	50,000,000	51,291,016	50,257,516	50,264,000
U.S. Treasuries	9128285R7	US TREASURY	12/8/2020	12/15/2021	2.63	50,000,000	51,281,250	50,258,317	50,264,000
U.S. Treasuries	9128285R7	US TREASURY	12/9/2020	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	12/15/2021	2.63	50,000,000	51,257,813	50,258,455	50,264,000
U.S. Treasuries	912796A90	TREASURY BILL	1/26/2021	12/30/2021	0.00	50,000,000	49,957,703	49,988,738	49,995,500
U.S. Treasuries	912828U81	US TREASURY	11/22/2019	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	4/8/2021	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

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	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	49,862,403	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	51,218,750	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	12/17/2019	11/15/2023		2.75	50,000,000	51,960,938	51,063,490	52,574,000
U.S. Treasuries	91282CBA8	US TREASURY	3/19/2021	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		0.25	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	3/9/2021	11/15/2024		2.25	50,000,000	53,160,156	52,676,866	52,623,000
U.S. Treasuries	912828G38	US TREASURY	3/12/2021	11/15/2024		2.25	50,000,000	53,228,516	52,740,875	52,623,000
U.S. Treasuries	912828YY0	US TREASURY	3/15/2021	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	1/31/2025		1.38	50,000,000	51,515,625	51,315,774	51,248,000
U.S. Treasuries	912828Z52	US TREASURY	4/15/2021	1/31/2025		1.38	50,000,000	51,507,813	51,324,092	51,248,000
U.S. Treasuries	912828ZC7	US TREASURY	3/15/2021	2/28/2025		1.13	50,000,000	51,011,719	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
U.S. Treasuries	912828ZF0	US TREASURY	4/15/2021	3/31/2025		0.50	50,000,000	49,779,297	49,805,091	49,709,000
U.S. Treasuries	912828ZF0	US TREASURY	4/19/2021	3/31/2025		0.50	50,000,000	49,839,844	49,858,170	49,709,000
U.S. Treasuries	912828ZL7	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	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	912828ZW3	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	3/2/2021	10/31/2025		0.25	50,000,000	49,078,125	49,193,359	48,838,000
U.S. Treasuries	91282CAT8	US TREASURY	3/4/2021	10/31/2025		0.25	50,000,000	49,048,828	49,166,747	48,838,000
U.S. Treasuries	91282CBC4	US TREASURY	2/25/2021	12/31/2025		0.38	50,000,000	49,455,078	49,522,193	48,974,500
U.S. Treasuries	91282CBC4	US TREASURY	2/26/2021	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	US TREASURY	7/2/2021	4/30/2026		0.75	50,000,000	49,794,667	49,794,381	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

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	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	\$ 5,732,609,889	\$ 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	10/25/2021	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	4/15/2020	10/25/2021	0.40	50,000,000	49,992,387	49,999,673	50,010,500	
Federal Agencies	3133ELWS9	FEDERAL FARM CREDIT BANK	4/15/2020	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	12/3/2020	10/27/2021	0.00	30,000,000	29,972,667	29,997,833	29,999,700	
Federal Agencies	313313NF4	FED FARM CRD DISCOUNT NT	11/24/2020	10/28/2021	0.00	50,000,000	49,953,056	49,996,250	49,999,500	
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021	3.05	50,000,000	49,950,000	49,997,947	50,181,500	
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	17,000,000	16,970,930	16,998,080	17,035,870	
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	25,000,000	24,957,250	24,997,177	25,052,750	
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	25,000,000	24,957,250	24,997,177	25,052,750	
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	45,000,000	44,923,050	44,994,918	45,094,950	
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	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	12/13/2021	0.00	50,000,000	49,946,833	49,988,847	49,996,000	
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	3/19/2020	12/17/2021	2.80	19,000,000	19,677,730	19,081,795	19,109,060	
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,998,191	25,143,500	
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,998,191	25,143,500	
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,964,250	24,997,488	25,143,500	
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	12/20/2019	12/20/2021	1.63	22,500,000	22,475,700	22,497,341	22,577,625	
Federal Agencies	3133EMLW0	FEDERAL FARM CREDIT BANK	1/20/2021	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	20,887,832	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	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Par Value	Book Value	Amortized	
				Date	Coupon			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	3130AMGM8	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	3133EHL7	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	3133EHL7	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	0.30	50,000,000	49,939,500	49,950,375	49,818,000
Federal Agencies	3133EMTW2	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	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024	0.35	16,545,000	16,551,563	16,548,992	16,493,049
Federal Agencies	3133EMWV0	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	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024	0.35	39,000,000	39,015,470	39,009,409	38,877,540

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Federal Agencies	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	71,962,704	71,462,475
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	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
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
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
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
Subtotals						0.84	\$ 4,446,836,000	\$ 4,449,051,986	\$ 4,448,511,614	\$ 4,458,523,187
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		0.20	50,000,000	50,000,000	50,000,000	50,018,460
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	89114W3B9	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	1/14/2022		0.18	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		0.20	50,000,000	50,000,000	50,000,000	50,021,763
Negotiable CDs	89114W3W3	TORONTO DOMINION BANK NY	3/11/2021	1/20/2022		0.20	50,000,000	50,000,000	50,000,000	50,021,763
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

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date	Date				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	\$ 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
Supranationals	459058JV6	INTL BK RECON & DEVELOP	4/20/2021	4/20/2023		0.13	\$ 100,000,000	\$ 99,793,000	\$ 99,839,504	\$ 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

Monthly Investment Earnings Pooled Fund

For month ended September 30, 2021

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Amort.	Realized	Earned Income
							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	4791.65	0	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	50000000	0	0.1377	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	0.1001	11/19/20	11/4/21	0	4166.67	0	4166.67
U.S. Treasuries	9127964W6	TREASURY BILL	100000000	0	0.035	5/6/21	11/4/21	0.00	2916.6	0.00	2916.6
U.S. Treasuries	912796H51	TREASURY BILL	150000000	0	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	500000000	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	500000000	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	500000000	2.625	0.1161	12/4/20	12/15/21	107581.97	-103006.56	0.00	4575.41
U.S. Treasuries	9128285R7	US TREASURY	500000000	2.625	0.1085	12/8/20	12/15/21	107581.97	-103326.62	0.00	4255.35
U.S. Treasuries	9128285R7	US TREASURY	500000000	2.625	0.1094	12/9/20	12/15/21	107581.97	-103289.25	0	4292.72
U.S. Treasuries	9128285R7	US TREASURY	500000000	2.625	0.1073	12/15/20	12/15/21	107581.97	-103381.85	0	4200.12
U.S. Treasuries	912796A90	TREASURY BILL	500000000	0	0.0902	1/26/21	12/30/21	0.00	3754.17	0.00	3754.17
U.S. Treasuries	912828U81	US TREASURY	500000000	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	500000000	1.375	0.104	1/13/21	1/31/22	56046.19	-52168.33	0	3877.86
U.S. Treasuries	912828Z60	US TREASURY	500000000	1.375	0.1012	1/15/21	1/31/22	56046.19	-52288.38	0	3757.81
U.S. Treasuries	912796F38	TREASURY BILL	500000000	0	0.058	4/19/21	3/24/22	0	2416.67	0	2416.67
U.S. Treasuries	912828ZG8	US TREASURY	500000000	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	500000000	1.875	0.0798	5/13/21	5/31/22	76844.27	-73739.4	0.00	3104.87
U.S. Treasuries	9128286Y1	US TREASURY	500000000	1.75	0.0801	4/8/21	6/15/22	71721.31	-68607.85	0.00	3113.46
U.S. Treasuries	9128286Y1	US TREASURY	500000000	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	500000000	0.125	0.107	3/12/21	6/30/22	5095.11	-740.13	0	4354.98
U.S. Treasuries	912828ZX1	US TREASURY	500000000	0.125	0.0906	3/31/21	6/30/22	5095.11	-1413.45	0.00	3681.66
U.S. Treasuries	912828ZX1	US TREASURY	500000000	0.125	0.0837	4/8/21	6/30/22	5095.11	-1700.27	0	3394.84
U.S. Treasuries	912828ZX1	US TREASURY	500000000	0.125	0.0927	4/15/21	6/30/22	5095.11	-1328.65	0.00	3766.46
U.S. Treasuries	912828ZX1	US TREASURY	500000000	0.125	0.0926	4/16/21	6/30/22	5095.11	-1331.68	0	3763.43
U.S. Treasuries	912828ZX1	US TREASURY	500000000	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	6958.92
U.S. Treasuries	91282CAG6	US TREASURY	500000000	0.125	0.0974	3/30/21	8/31/22	5179.56	-1128.98	0.00	4050.58
U.S. Treasuries	912828TY6	US TREASURY	500000000	1.625	0.1236	4/8/21	11/15/22	66236.41	-61493.44	0.00	4742.97
U.S. Treasuries	912828Z86	US TREASURY	500000000	1.375	0.1371	8/17/21	2/15/23	56046.19	-50666.99	0	5379.2
U.S. Treasuries	912828D5	US TREASURY	500000000	0.5	0.162	3/18/21	3/15/23	20560.59	-13862.62	0.00	6697.97
U.S. Treasuries	91282CBU4	US TREASURY	500000000	0.125	0.1537	5/4/21	3/31/23	5123.89	1178.61	0	6302.5
U.S. Treasuries	912828ZU7	US TREASURY	500000000	0.25	0.1911	3/12/21	6/15/23	10245.91	-2414.77	0	7831.14
U.S. Treasuries	912828ZU7	US TREASURY	500000000	0.25	0.1837	4/8/21	6/15/23	10245.91	-2716.75	0	7529.16
U.S. Treasuries	912828ZU7	US TREASURY	500000000	0.25	0.252	6/24/21	6/15/23	10245.91	81.27	0	10327.18

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
							Date	Date				
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	US TREASURY	50000000	0.75	0.8929	6/28/21	4/30/26	30570.66	5736.68	0	36307.34	
U.S. Treasuries	91282CBW0	US TREASURY	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	

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		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	7/22/21	6/30/26	35665.76	-5748.94	0.00	29916.82	
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7395	7/22/21	6/30/26	35665.76	-5456.62	0.00	30209.14	
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.706	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	31628.21	
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.9018	9/24/21	6/30/26	8322.01	251.44	0	8573.45	
U.S. Treasuries	91282CCW9	US TREASURY	50000000	0.75	0.9797	9/28/21	8/31/26	3107.73	918.99	0	4026.72	
Subtotals			\$ 5,698,860,000					\$ 3,579,731	\$ (1,645,760)	\$ -	\$ 1,933,971	
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	-	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	-	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	-	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	3130AMEN8	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	313378WG2	FEDERAL HOME LOAN BANK	17,780,000	2.50	2.36	4/5/19	3/11/22	37,042	(1,932)	-	35,109	
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	40,000,000	2.50	2.36	4/5/19	3/11/22	83,333	(4,436)	-	78,897	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	/Net Earnings
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	26,145,000	2.47	2.36	4/8/19	3/14/22	53,815	(2,270)	-	-	51,545
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	45,500,000	2.47	2.36	4/8/19	3/14/22	93,654	(3,773)	-	-	89,882
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.70	3/25/20	3/25/22	14,583	41	-	-	14,624
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.71	3/25/20	3/25/22	14,583	288	-	-	14,871
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.71	3/25/20	3/25/22	14,583	164	-	-	14,748
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	25,000,000	0.70	0.73	3/25/20	3/25/22	14,583	688	-	-	15,272
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,229)	-	-	37,834
Federal Agencies	313313VG0	FED FARM CRD DISCOUNT NT	10,000,000	0.00	0.06	7/9/21	4/8/22	-	500	-	-	500
Federal Agencies	3135G0V59	FANNIE MAE	25,000,000	2.25	2.36	4/12/19	4/12/22	46,875	2,245	-	-	49,120
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,489	-	-	98,239
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,489	-	-	98,239
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.37	4/18/19	4/18/22	97,917	835	-	-	98,752
Federal Agencies	3133EMXN7	FEDERAL FARM CREDIT BANK	19,550,000	0.06	0.07	4/28/21	4/27/22	978	135	-	-	1,113
Federal Agencies	3130AMEY4	FEDERAL HOME LOAN BANK	10,000,000	0.06	0.06	5/6/21	5/6/22	500	7	-	-	507
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	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	3130AMGM8	FEDERAL HOME LOAN BANK	50,000,000	0.06	0.06	5/11/21	5/10/22	2,500	138	-	-	2,638
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	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	3133EKL R5	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	3133EKL R5	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	3133EHL Y7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(976)	-	-	77,149
Federal Agencies	3133EHL Y7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	41	-	-	78,166
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	20,000,000	1.63	1.63	12/16/19	6/15/22	27,167	35	-	-	27,202
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	44	-	-	34,002
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	44	-	-	34,002
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	25,000,000	1.85	0.69	3/18/20	9/20/22	38,542	(23,540)	-	-	15,002
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	40,000,000	0.70	0.71	4/3/20	10/3/22	23,333	329	-	-	23,662
Federal Agencies	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	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	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	2,604	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	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	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	944	274	-	-	1,218
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

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	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	-	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	3133EMRZ7	FEDERAL FARM CREDIT BANK	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	986	-	21,820	
Federal Agencies	3133EMTW2	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	3133EMTW2	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	3133EMWV0	FEDERAL FARM CREDIT BANK	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(128)	-	4,697	
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(228)	-	8,354	
Federal Agencies	3133EMWV0	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	
Federal Agencies	3135G0X24	FANNIE MAE	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(34,765)	-	18,128	
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	6,313	
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	6,313	
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	6,313	
Federal Agencies	3137EAEP0	FREDDIE MAC	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	190	-	18,940	
Federal Agencies	3137EAEP0	FREDDIE MAC	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	633	-	63,133	
Federal Agencies	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	3133EMWT5	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	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	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANMP2	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			\$ 4,446,836,000					\$ 3,005,751	\$ (25,964)	\$	\$ 2,979,787	
Public Time Deposits	PPE52B4L6	BANK OF SAN FRANCISCO	\$	-	0.10	0.10	3/22/21	9/20/21	\$ 528	\$	\$ 528	
Public Time Deposits	PPE62M5Z8	BRIDGE BANK		-	1.54	1.54	3/22/21	9/20/21	8,006	-	8,006	
Public Time Deposits	PPE82MH19	BANK OF SAN FRANCISCO	10,000,000	0.07	0.07	6/7/21	12/6/21	583	-	-	583	
Public Time Deposits	PPEE2K8C3	BRIDGE BANK	10,000,000	0.08	0.08	6/21/21	12/20/21	658	-	-	658	
Public Time Deposits	PPEB3XSW4	BANK OF SAN FRANCISCO	10,000,000	0.09	0.09	9/20/21	3/21/22	275	-	-	275	
Public Time Deposits	PPEE3CH06	BRIDGE BANK	10,000,000	0.09	0.09	9/20/21	3/21/22	271	-	-	271	
Subtotals			\$ 40,000,000					\$ 10,321	\$	\$	\$ 10,321	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Maturity		Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
						Settle Date	Date				
Negotiable CDs	89114W2V6	TORONTO DOMINION BANK NY	\$ -	0.16	0.16	3/2/21	9/3/21	\$ 444	\$ -	\$ -	444
Negotiable CDs	78012UJ63	ROYAL BANK OF CANADA NY	-	0.18	0.18	3/16/21	9/13/21	6,000	-	-	6,000
Negotiable CDs	89114W2T1	TORONTO DOMINION BANK NY	-	0.16	0.16	3/2/21	9/24/21	7,156	-	-	7,156
Negotiable CDs	78012UG41	ROYAL BANK OF CANADA NY	-	0.12	0.12	2/23/21	9/27/21	8,514	-	-	8,514
Negotiable CDs	89114W2U8	TORONTO DOMINION BANK NY	-	0.16	0.16	3/2/21	9/29/21	4,978	-	-	4,978
Negotiable CDs	78012UG58	ROYAL BANK OF CANADA NY	50,000,000	0.12	0.12	2/23/21	10/25/21	4,775	-	-	4,775
Negotiable CDs	06367CCF2	BANK OF MONTREAL CHICAGO	50,000,000	0.20	0.20	3/8/21	1/3/22	8,333	-	-	8,333
Negotiable CDs	89114W3L7	TORONTO DOMINION BANK NY	50,000,000	0.20	0.20	3/8/21	1/5/22	8,333	-	-	8,333
Negotiable CDs	89114W3B9	TORONTO DOMINION BANK NY	60,000,000	0.20	0.20	3/4/21	1/6/22	10,000	-	-	10,000
Negotiable CDs	89114W2B0	TORONTO DOMINION BANK NY	100,000,000	0.18	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	50,000,000	0.15	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	50,000,000	0.21	0.21	3/4/21	3/4/22	8,750	-	-	8,750
Negotiable CDs	78012UJ30	ROYAL BANK OF CANADA NY	50,000,000	0.23	0.23	3/11/21	3/11/22	9,583	-	-	9,583
Negotiable CDs	89114W4K8	TORONTO DOMINION BANK NY	50,000,000	0.23	0.23	3/15/21	3/15/22	9,583	-	-	9,583
Negotiable CDs	06367CCY1	BANK OF MONTREAL CHICAGO	50,000,000	0.17	0.17	3/16/21	3/16/22	7,000	-	-	7,000
Negotiable CDs	78012UH73	ROYAL BANK OF CANADA NY	50,000,000	0.22	0.22	3/11/21	3/16/22	9,167	-	-	9,167
Negotiable CDs	78012UK46	ROYAL BANK OF CANADA NY	50,000,000	0.23	0.23	3/30/21	3/28/22	9,583	-	-	9,583
Negotiable CDs	89114W5N1	TORONTO DOMINION BANK NY	50,000,000	0.22	0.22	3/30/21	3/28/22	9,167	-	-	9,167
Negotiable CDs	78012UK53	ROYAL BANK OF CANADA NY	50,000,000	0.23	0.23	4/6/21	4/6/22	9,583	-	-	9,583
Negotiable CDs	89114W6T7	TORONTO DOMINION BANK NY	50,000,000	0.22	0.22	4/13/21	4/11/22	9,167	-	-	9,167
Negotiable CDs	06367CHR1	BANK OF MONTREAL CHICAGO	100,000,000	0.17	0.17	7/6/21	5/9/22	14,167	-	-	14,167
Negotiable CDs	89114WBD6	TORONTO DOMINION BANK NY	50,000,000	0.21	0.21	5/25/21	5/25/22	8,750	-	-	8,750
Negotiable CDs	78012UT96	ROYAL BANK OF CANADA NY	100,000,000	0.15	0.15	9/16/21	6/17/22	6,250	-	-	6,250
Negotiable CDs	06367CKG1	BANK OF MONTREAL CHICAGO	50,000,000	0.18	0.18	8/25/21	7/18/22	7,500	-	-	7,500
Negotiable CDs	06367CKN6	BANK OF MONTREAL CHICAGO	50,000,000	0.18	0.18	8/30/21	7/18/22	7,500	-	-	7,500
Subtotals			\$ 1,645,000,000					\$ 276,494	\$ -	\$ -	\$ 276,494
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 10,546,255	0.01	0.01	9/30/21	10/1/21	\$ 44	\$ -	\$ -	44
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	252,701,535	0.03	0.03	9/30/21	10/1/21	6,388	-	-	6,388
Money Market Funds	31607A703	FIDELITY INST GOV FUND	22,346,105	0.01	0.01	9/30/21	10/1/21	560	-	-	560
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	219,078,155	0.03	0.03	9/30/21	10/1/21	3,126	-	-	3,126
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	62,403,760	0.03	0.03	9/30/21	10/1/21	2,401	-	-	2,401
Subtotals			\$ 567,075,811					\$ 12,519	\$ -	\$ -	\$ 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	100,000,000	2.13	0.58	4/26/21	1/15/25	177,083	(125,206)	-	51,877
Supranationals	459058JB0	INTL BK RECON & DEVELOP	40,000,000	0.63	0.57	7/23/21	4/22/25	20,833	(1,885)	-	18,949
Supranationals	45818WDG8	INTER-AMERICAN DEVEL BK	19,500,000	0.82	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			\$ 12,657,271,811					\$ 7,106,475	\$ (1,791,344)	\$ -	\$ 5,315,131

¹ Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended September 30, 2021

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	9/2/21	5/15/25	U.S. Treasuries	US TREASURY	912828XB1	\$ 50,000,000	2.13	0.57	\$ 105.70	\$ 317,595	\$ 53,167,204
Purchase	9/7/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	65,000,000	0.03	0.03	100.00	-	65,000,000
Purchase	9/8/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	32,000,000	0.03	0.03	100.00	-	32,000,000
Purchase	9/9/21	10/1/21	Money Market Funds	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	9/15/21	10/1/21	Money Market Funds	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	0.15	0.15	100.00	-	100,000,000
Purchase	9/20/21	10/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	20,000,000	0.03	0.03	100.00	-	20,000,000
Purchase	9/20/21	3/21/22	Public Time Deposits	BANK OF SAN FRANCISCO	PPEB3XSW4	10,000,000	0.09	0.09	100.00	-	10,000,000
Purchase	9/20/21	3/21/22	Public Time Deposits	BRIDGE BANK	PPEE3CH06	10,000,000	0.09	0.09	100.00	-	10,000,000
Purchase	9/21/21	10/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	29,000,000	0.03	0.03	100.00	-	29,000,000
Purchase	9/22/21	10/1/21	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	64,000,000	0.03	0.03	100.00	-	64,000,000
Purchase	9/23/21	9/23/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM5X6	25,000,000	0.43	0.46	99.90	-	24,974,750
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	9/23/21	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	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	26,000,000	0.03	0.03	100.00	-	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	50,039,742
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	49,478,224
Purchase	9/30/21	10/1/21	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	44	0.01	0.01	100.00	-	44
Purchase	9/30/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	6,388	0.03	0.03	100.00	-	6,388
Purchase	9/30/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	60,000,000	0.03	0.03	100.00	-	60,000,000
Purchase	9/30/21	10/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	560	0.01	0.01	100.00	-	560
Purchase	9/30/21	10/1/21	Money Market Funds	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	Money 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	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	23,000,000	0.03	0.03	100.00	-	23,000,000
Sale	9/2/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	42,000,000	0.03	0.03	100.00	-	42,000,000
Sale	9/13/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	75,000,000	0.03	0.03	100.00	-	75,000,000
Sale	9/13/21	10/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	16,000,000	0.01	0.01	100.00	-	16,000,000
Sale	9/16/21	10/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	20,000,000	0.01	0.01	100.00	-	20,000,000
Sale	9/16/21	10/1/21	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	100,000,000	0.03	0.03	100.00	-	100,000,000
Sale	9/17/21	10/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	7,000,000	0.01	0.01	100.00	-	7,000,000
Sale	9/23/21	10/1/21	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	100,000,000	0.03	0.03	100.00	-	100,000,000
Sale	9/23/21	10/1/21	Money Market Funds	FIDELITY INST GOV FUND	31607A703	35,000,000	0.01	0.01	100.00	-	35,000,000
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	50,000,000	0.16	0.16	100.00	41,111	50,041,111
Maturity	9/9/21	9/9/21	U.S. Treasuries	TREASURY BILL	9127964L0	50,000,000	0.00	0.11	100.00	-	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	-	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	100,090,500
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	50,687,500
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	Transaction
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	\$ 127,500
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	41,242
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	96,800
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	145,200
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	222,250
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	500,000
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	322,891
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	21,467
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	0.73	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	Money Market Funds	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	91282ZF0	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	91282ZF0	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