



**San Francisco
County Transportation
Authority**

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

AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, May 24, 2022; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall (hybrid)
 Watch SF Cable Channel 26 or 99 (depending on your provider)
 Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2497 176 0216 # #

To make public comment on an item via the public comment call-in line, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

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

Clerk: Angela Tsao

Remote Access to Information and Participation:

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.



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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.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, May 10, 2022

1. Roll Call

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

Present at Roll Call: Commissioners Chan, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent at Roll Call: Commissioners Safai (entered during Item 8) (1)

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

Chair Mandelman expressed his intent to no longer agendize the resolution allowing teleconferenced meetings after May, unless there are any objections from Board members. He noted that one Board member was taking advantage of the provisions to participate remotely at this meeting. Chair Mandelman also stated that he was going to make use of Rule 3.26 allowing the chair to limit public comment to 30 minutes per item for this meeting.

Angela Tsao, Acting Clerk, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

3. Chair's Remarks - INFORMATION

Chair Mandelman welcomed new Supervisor and Transportation Authority Commissioner Matt Dorsey, representing District 6. He also discussed the celebration of the delivery of two Prop K signature projects with the opening of the SFMTA's Van Ness Bus Rapid Transit (BRT) and Improvements project and the delivery of the Presidio Trust's Battery Bluffs project.

The Chair noted he was joined by Commissioners Stefani, Melgar, and Safai for the Van Ness event, which was a great opportunity to appreciate Speaker Pelosi, and funding partners at the Federal Transit Administration and Caltrans. Chair Mandelman congratulated the San Francisco Municipal Transportation Agency (SFMTA) and city agencies and thanked Transportation Authority staff for leading the planning stages and providing \$45 million to support every phase of the project. Chair Mandelman cited 32% travel time improvements for Muni and Golden Gate Transit buses - better



than previously projected - and called out that the project would benefit transit riders, pedestrian safety, and essential infrastructure, with the city's first ever center BRT corridor and new signals, crosswalks, lighting, paving, and underground utilities from Mission to Lombard streets. He recognized the building and construction trades, Muni operators and other workers who made the project happen.

Chair Mandelman discussed the sustainable infrastructure of the new Battery Bluffs park site above the Presidio Parkway's western tunnels that Commissioner Stefani and he attended with the Presidio Trust and its partners for the opening ceremony, as designed by Michael Painter two decades prior. He noted the Transportation Authority had led the project early on through environmental and funding approvals for \$170 million in Prop K sales tax funds and had co-sponsored with Caltrans the first ever public private partnership to deliver the project on time and within budget in 2015. Chair Mandelman said he hoped to continue to fund and deliver projects like these in the new sales tax measure the Board was preparing for voter consideration this fall.

Chair Mandelman also discussed the Mayor's signing of John F. Kennedy Drive street closure ordinance the past weekend, attended by Commissioners Preston and Mar. He noted how the San Francisco Recreation and Park Department, SFMTA, and other agencies would be implementing the complementary improvements and staff would report back to the Board as they were completed.

Chair Mandelman closed his remarks by recognizing Deputy Director for Capital Projects Eric Cordoba, who was retiring from the agency after 6 years of service in his current position and over 20 years as the Transportation Authority's Project Management/Oversight consultant. He said Mr. Cordoba had been an incredible asset to the Transportation Authority and City as he capably delivered major infrastructure projects on Yerba Buena Island and downtown, as well as multiple ramps along U.S. 101 and I-280 freeways, in collaboration with city, state, and federal agencies. The Chair thanked and appreciated Mr. Cordoba for his dedication and leadership over the years and congratulated him on his retirement.

4. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

During public comment, Aleta Dupree supported autonomous transportation since it was non-discriminatory and had a set fare.

5. Community Advisory Committee Report - INFORMATION

John Larson, Community Advisory Committee (CAC) Chair, presented the report on the virtual meeting held on April 27.

CAC Chair Larson discussed the CAC reviewed items, noting that CAC members requested that disability and accessibility communities were consulted on the BART elevator modernization project to ensure it would meet their needs and BART staff affirmed that input from its accessibility task force would be factored into the design.

Mr. Larson also noted that CAC members had questions on the One Bay Area Grant related Safe Routes to School item, including: whether the administrative restructuring would impact the services on the non-infrastructure side, staff answered that procurement called for a higher budget than previously on the implementation portion of the program; and on identifying safety issues around schools, SFMTA staff



answered that the non-infrastructure program gathered information from schools and gave it to SFMTA teams for infrastructure improvements.

Mr. Larson noted discussion on the Ocean Avenue off-ramp item with members suggesting a pedestrian crossing and speed table across Ocean Avenue and staff answering that a signalized pedestrian crosswalk would have tradeoffs related to increased K line light rail train delays. Mr. Larson said he commented on the eight-year long process which seems too long even acknowledging the jurisdictional complication of Caltrans permitting, and noting he recalled the previous plans being not much different than the current proposal.

Mr. Larson said members were generally supportive of the John F. Kennedy Drive plan but had questions around accessibility from equity priority communities like bike lanes connecting to the park which were identified as a need by focus groups studied and staff replied that this information was not included in alternatives of travel from the areas studied to the park. He continued that members also sought information on how the community based organization park shuttles would help people get to the park. He also said there was public comment at the meeting about the lack of close by passenger drop off at park attractions or accessible parking for the elderly or those with mobility challenges.

Mr. Larson also mentioned an incident involving his partner, who seemed to be racially profiled by two BART police officers, a San Francisco police officer, and a security guard, while they were waiting for Mr. Larson at the Glen Park BART station with pet dog in tow. He said if this was how law enforcement was responding to increases in street crime and transit riders' and operators' fears, agencies needed to rethink their priorities and deployment of resources.

There was no public comment.

6. Approve the Minutes of the April 12, 2022 and April 26, 2022 Meetings - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

7. State and Federal Legislation Update - ACTION

Support: Assembly Bill 2147 (Ting) and Senate Bill 942 (Newman)

Mark Watts, state legislative consultant to the Transportation Authority, and Amber Crabbe, Public Policy Manager, presented the item.

Commissioner Melgar thanked Ms. Crabbe for her thorough analysis on the bills, as well as for the analysis she provided to support both her and Commissioner Walton in their role as Bay Area Air Quality Management District Directors.

Chair Mandelman asked for additional information on Senate Bill (SB) 917, Senator Josh Becker's Seamless Transit Transformation Act. He said the goal of having seamless transit was attractive and he asked what concerns staff and other transit



operators had about the bill. Director Chang answered that Metropolitan Transportation Commission staff were invited to speak at a future Board meeting about transit integration efforts. She noted that SB 917 would guide how the region implemented the Transit Transformation Action Plan, including the time frame and goals. She said that the plan included integrated fares, which would reduce the penalties that riders paid when transferring from one transit system to another and would provide common discounts, among other things. She added that staff was concerned about how a common bus fare could be implemented because San Francisco had subsidized fares over a long period of time where other transit districts may not have to the same degree. She stated that San Francisco might as a result be disadvantaged when the region distributed revenues to implement fare integration since the true cost of providing service wasn't represented. She said the effort was overall a positive one and staff was working closely with the SFMTA.

During public comment, Aleta Dupree supported Assembly Bill (AB) 2147 to decriminalize jay walking, SB 942 to sustain reduced fares on transit, and expressed her interest in AB 2594 on improving equity with respect to vehicle registration and toll charges. She said she had not found payment plans to be successful but noted they help with equity for those in need. She said she also supported seamless fare integration that led to a uniform way of riding transit, as well as Bay Bridge Fast Forward so that buses could travel faster on bridges.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

8. Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests - ACTION Projects: BART: Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000), Traction Power Substation Replacement, Powell St. Station (\$1,500,000)

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

During public comment, Aleta Dupree commented that both projects were very important. She said she witnessed firsthand how elevators were important for mobility-impaired passengers when she travelled by BART with a friend. She also commented that it was important for BART to ensure that its electric power substations were fully functional because when full ridership returned to BART the power demand would increase proportionately. Ms. Dupree said that BART was integral to San Francisco and it was proper for the city to contribute to the modernization of BART's infrastructure in the city.

Commissioner Mar moved to approve the item, seconded by Vice Chair Peskin.

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)



9. Adopt the One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects - ACTION

Kaley Lyons, Senior Transportation Planner, and Crysta Highfield, Safe Routes to School Program (SRTS) Coordinator, presented the item per the staff memorandum.

Commissioner Melgar asked about the connection between infrastructure to make it safe to walk and bike to school and the SRTS Non-Infrastructure Program and what staff hear about infrastructure needs. She also asked how the OBAG funding for the SRTS Non-Infrastructure Program could help create new systems to focus on infrastructure.

Ms. Highfield responded that the SRTS Non-Infrastructure Program team helped connect schools with the SFMTA team working on infrastructure including traffic calming and engineering teams. She said the SRTS Non-Infrastructure team heard concerns from schools and helped to identify the type of information needed by SFMTA to address the need. She said the teams met regularly to keep moving concerns forward and that the OBAG funding would help free up staff capacity to spend less time administering contracts and more time focused on the strategic direction of the program.

Commissioner Mar expressed support for the SRTS allocation and the stable funding it would provide and said the SRTS program had been a high priority in District 4. He asked how the SRTS program was coordinated with Slow Streets and other safety programs and said there should be close coordination.

Ms. Highfield answered that with transition of the SRTS program from the Department of Public Health to SFMTA, these efforts had been able to coordinate closely, with Slow Streets used as a resource for supervised walk and bike trips to schools.

Commissioner Mar mentioned the walking school bus program and raised concerns from school leadership and parents who had to drive their children to school specifically around the 41st and Ortega Slow Streets that are near two schools. He said the Slow Streets could positively impact getting kids to school by walking and biking but said there could be negative impacts on families that drive, especially with two Slow Streets intersecting at 41st and Ortega. He asked if there was communication between the Slow Streets and SRTS teams around these streets.

Ms. Highfield answered that she could not confirm the street names but said there had been communication regarding school communities concerned about Slow Streets impact to drop-off zones. She said SRTS staff highlighted how Slow Streets could improve safety by decreasing vehicles near school entrances and lowering congestion. She said SRTS staff had initiated Park & Walk/Park & Ride areas a few blocks away from school entrances which could be effective at schools where there were Slow Streets.

Commissioner Mar mentioned the Sunset Neighborways Project, indicated that it included nine streets in District 4 that would prioritize walking and biking and said schools were centered in the planning around the neighborways. He asked if the SRTS



team was in communication with the neighborways team and said it would be a good partnership.

Ms. Highfield answered that they were not familiar with the neighborways project but would look into the planning effort and coordinate.

Commissioner Chan said there was a need for better understanding of the SRTS program deliverables as well as more specific information on annual goals and what the goal was for 2026 when the OBAG funding ends. She said related to equity, she would like to see data on student and family demographics, including where they live, race, and income to help understand if the SRTS program was reaching its goals. She also expressed support for walking school buses but said they require supervision and it was not feasible for all parents, including essential workers, to continue volunteering their time to conduct these activities. She asked what strategy could help with this issue and said she would like to see a deliverable around a target goal of walking school buses and if that goal was being met.

Ms. Highfield said the mode shift goal was measured through biennial school travel tallies, but the tally schedule had been disrupted due to the pandemic and students not traveling to school sites. She said the tallies would be conducted next school year and SRTS staff would be able to provide updated numbers. She said SRTS staff would provide information about where SRTS activities were happening and highlighted a District 3 walking school bus serving Jean Parker/John Yehall Chin schools. She said these schools had less capacity for parental volunteers but had the longest running walking school bus program with SRTS staff walking with students and committed to continue in that capacity. She said in other schools with more parental volunteers, SRTS staff would identify volunteers to keep walking school buses going and would then devote staff time to schools that had fewer parental/family volunteers.

Commissioner Chan expressed support for walking school bus programs and said she would like to understand what it takes to make walking school buses successful, whether that was additional staff time or piecing together other funding sources, and how success was measured.

During public comment, Vernon Haney, Walk San Francisco Family & Schools Coordinator, a partner of the SRTS program, supported funding for the SRTS program as a vital community resource. He said the program partnered with schools and helped families travel to school in safe and healthy ways through walking school buses and walk and bike events which were helpful to parents. He said the SRTS program was critical to San Francisco because children were among the most vulnerable pedestrians and the program was foundational to the city's Vision Zero goals. He urged support for the funding action and continued support for the program.

Matt Dove, parent of District 1 kindergartener and YMCA San Francisco YBike Program Director, said YBike ran the in-school bike education component under the SRTS program and expressed support for continued funding for the program. He said the program trained teachers on providing bike education in schools, provided a bike fleet when needed, as well as bike maintenance and it helped prepare kids to take advantage of the benefits that come with using a bike for recreation and transportation. He said not all parents had time and space to teach their children how to ride a bike and the benefits of doing so and in-school education was critical.



Christopher White, San Francisco Bicycle Coalition Deputy Director, a partner of the SRTS program, supported adoption of the item, particularly the funding for the ongoing SRTS program. He thanked commissioners who participated in Bike & Roll to School week recently and said students who walk and bike arrive to school energized and focused and the program helped to reduce single occupancy vehicle trips and bring the city closer to its Vision Zero goal. He said funding has been difficult with short funding cycles and the OBAG funding was critical. He asked the Commission to support the proposed OBAG framework.

After public comment, Ms. LaForte clarified the item was to approve the OBAG 3 County Program Framework, including recommending programming some of the funds to the SRTS Non-infrastructure Program and Congestion Management Agency (CMA) Planning, with the remaining funds to be programmed through an open call for projects, as well as approving the screening and prioritization criteria that would guide staff selection of projects through the open call for projects process. She also offered to have SFMTA report back on additional SRTS program details if the Board desired. Chair Mandelman said to talk with commissioners offline to see how they wanted to proceed.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Walton (excused) (1)

10. Award a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project - ACTION

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

There was no public comment.

Commissioner Mar moved to amend the title of the item to state a two-year contract rather than a three-year contract, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton (excused) (3)

Commissioner Dorsey moved to approve the item as amended, seconded by Commissioner Mar.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton



(excused) (3)

11. Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project - ACTION

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Commissioner Melgar thanked staff and Commissioner Safai for help in a survey of locations of concern, including around Lick-Wilmerding High School student safety. She said the area was adding thousands of units of new housing across from City College of San Francisco, so there were many students walking across Ocean Avenue with no crosswalks. She continued the project will be a vast improvement for the entire corridor and for the safety of students at Lick-Wilmerding and City College.

Commissioner Safai thanked staff and said the cars came off the freeway quickly and the design was a measured and thoughtful organization of the Ocean Avenue exit. He noted the number of students walking in the area, especially at travel connection points like BART, Muni, and other transit. He said it was a major congestion point.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton (excused) (3)

12. Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services - ACTION

Yana Waldman, Assistant Deputy Director for Capital Projects, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton (excused) (3)

13. Sales Tax Reauthorization Voter Survey Results - INFORMATION

Sara LaBlatt, Principal at EMC Research, presented the item.

Chair Mandelman gave a background on the sales tax reauthorization effort, commented that he planned to introduce an ordinance at the Board of Supervisors meeting in the afternoon to place the measure on the November ballot, and thanked



co-sponsors.

During public comment, Aleta Dupree supported the proposed sales tax renewal and requested staff to keep building up the program.

14. Preliminary Fiscal Year 2022/23 Budget and Work Program - INFORMATION

The item was continued to next meeting.

Other Items

15. Introduction of New Items - INFORMATION

Commissioner Mar reported that last year his office and the Transportation Authority concluded the District 4 Mobility and had been working to implement the report's key recommendations. He noted the first project moving forward has been the Sunset Neighborway Network, and work is underway to improve safety on Lincoln, plan for the future of Great Highway, and prepare a strategic case for westside subway service. He requested the staff prepare a business plan for a District 4 On-Demand Microtransit Pilot Project which would include conducting outreach, identifying potential service models, establish the operating requirements, and outlining operating costs and funding strategy.

There was no public comment.

16. Public Comment

During general public comment, Aleta Dupree asked the Board to consider transit riders living outside of the city and their testimony on Board items.

17. Adjournment

The meeting was adjourned at 12:18 p.m.

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San Francisco
County Transportation
Authority



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL 2147
(TING) AND SENATE BILL 942 (NEWMAN)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on Assembly Bill (AB) 2147 (Ting) and Senate Bill (SB) 942 (Newman), as shown in Attachment 1; and

WHEREAS, At its May 10, 2022 meeting, the Board reviewed and discussed AB 2147 (Ting) and SB 942 (Newman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 2147 (Ting) and SB 942 (Newman); and be it further

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

Attachment:

1. State Legislation - May 2022

San Francisco County Transportation Authority

State Legislation - May 2022

(Updated May 6, 2022)

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

Staff is recommending a new support position on Assembly Bill (AB) 2147 (Ting) and Senate Bill (SB) 942 (Newman) and adding AB 2237 (Friedman) and AB 2594 (Ting) to the watch list as show in **Table 1**.

Table 2 provides an update on SB 917 (Becker) which is on the watch list.

Table 3 shows the status of active bills on which the Board has already taken a position, or we have been monitoring on the watch list.

Table 1. Recommended New Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Update
Support	AB 2147 Ting D	<p>Pedestrians.</p> <p>This bill would generally prohibit the enforcement of jaywalking laws by preventing a police officer from stopping a pedestrian for traffic infractions unless a reasonably careful person would realize there is an immediate danger of a collision. It specifies that its provisions do not relieve either a pedestrian from using due care for their safety or a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within the roadway.</p> <p>In 2021 the Transportation Authority adopted a support position on a similar bill, AB 1238 (Ting), which would have repealed the prohibition on pedestrians entering the roadway outside of a crosswalk. The Governor vetoed that bill, citing concerns over reducing pedestrian safety, but also noted he was committed to working to address the unequal enforcement of jaywalking laws.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	AB 2237 Friedman D	<p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</p> <p>This bill would impose a number of new requirements on local and regional agencies including the Transportation Authority and the Metropolitan Transportation Commission (MTC), as well as multiple state agencies, aiming to better align transportation planning and investment with state climate goals. Specifically, the bill would:</p> <ul style="list-style-type: none"> • Require the Strategic Growth Council, in consultation with the California Air Resources Board (CARB), the Department of Housing and Community Development, and the California Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations, such as the MTC in the Bay Area, and to define “sustainable community” in the context of the mandated regional sustainable communities strategy (SCS). • Require that projects receiving funding from a Regional Transportation Improvement Program (RTIP), also be consistent with a region’s SCS as well as state climate goals. The Transportation Authority currently programs RTIP funds for San Francisco, which vary greatly but average \$10-\$15 million every two years. • Require that MTC and other Regional Transportation Planning Agencies (RTPAs) rank all nominated transportation projects in the Bay Area according to the SCS and state climate goals and then both CARB and the California Transportation Commission (CTC) would need to make a determination on their compliance with both regional and state goals. • Require that MTC and other RTPAs submit a report on local transportation tax measures to the CTC along with recommendations on how to realign them with the region’s SCS and the state’s climate goals to the extent permitted by the local tax measure. This would apply to the Transportation Authority’s Prop K sales tax and Prop AA vehicle registration fee, and potentially other city measures. <p>This is a far-reaching bill that would introduce myriad new review and reporting requirements impacting dozens of state, regional, and local agencies as well as increase state involvement in local transportation planning and funding. Problematically, it proposes these sweeping changes in order to align transportation spending with the state’s climate goals, without consideration of other important state and local goals, such as safety, state of good repair, and equity.</p> <p>The Self Help Counties Coalition, trade organizations, and numerous regional and local governments as well as organizations representing them have adopted oppose positions on this bill. Supporters include the Coalition for Clean Air, the California Bicycle Coalition, and other advocacy organizations. We are not recommending taking a position at this time, as we would like to further study the bill’s impact on our agency and would also like to engage with the author first.</p>

Recommended Positions	Bill # Author	Title and Update
Watch	AB 2594 Ting D	<p>Vehicle registration and toll charges.</p> <p>This bill contains a package of new provisions to reform roadway and bridge tolling practices in California. It is meant to make it easier for drivers to access transponders (such as FasTrak) and to address some equity concerns related to the toll evasion penalty process. It would, among other things, establish requirements for toll agencies regarding the number and timing of violation notices, limit what penalties can be charged and at what point in the process, require transponders to be available to those without access to banking services, require the availability of in-person payment locations, and require the provision of payment plans for outstanding violation penalties.</p> <p>We are recommending adding this project to our watch list rather than recommending a position at this time because significant modifications to the bill are anticipated. The author has been working with toll operators and other advocacy and equity organizations on amended language that achieves his intent while maintaining financial viability for toll operators.</p>
Support	SB 942 Newman D	<p>Low Carbon Transit Operations Program (LCTOP) free or reduced fare transit program.</p> <p>Five percent of the state's annual cap-and-trade auction revenues are dedicated to LCTOP. Of this, half is distributed directly to transit operators based on operating revenue and half goes to regions based on population. Currently, transit agencies may only use LCTOP funds as part of the initial launch of a local free or reduced fare transit program, and not to continue operating them, even if they are shown to curb greenhouse gas emissions. This bill would permit transit agencies to use their LCTOP formula funds for free or reduced transit ridership programs on an ongoing basis.</p> <p>We are recommending a support position on this bill because it would provide SFMTA and other transit operators with flexibility on how future LCTOP funds are expended. SFMTA's target for LCTOP formula funds in Fiscal Year (FY) 2021/22 is \$17.5 million, which was approved for expenditure on Free Muni for Seniors and People with Disabilities. SFMTA also participates in the Regional Means-Based Transit Fare Pilot and was approved to receive \$6.3 million in FY 2021/22 LCTOP funds from MTC to implement it. This bill would allow MTC, SFMTA, and other agencies to consider expending future LCTOP to continue these fare programs.</p>

San Francisco County Transportation Authority

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

Adopted Positions	Bill # Author	Title and Update
Watch	SB 917 Becker D	<p>Seamless Transit Transformation Act.</p> <p>This bill would require the Metropolitan Transportation Commission (MTC) to adhere to a number of different requirements to advance the region's Transit Transformative Action Plan, including adopting a Connected Network Plan, adopting an integrated transit fare structure, implementing universal mapping and wayfinding, and making real-time transit information available across all transit operators. An earlier version of the bill stipulated that if a transit agency did not comply with any of the regional standards, it would not be eligible to receive key state funding for transit operations.</p> <p>Since our last report, the bill has been amended to address some of the issues identified by MTC and transit operators, while other concerns remain. The most significant change is that the bill now ties the implementation of the integrated transit fare structure to the availability of sufficient funding to cover implementation costs. The amended bill also provides MTC with flexibility to set a timeline for corrective actions if a transit agency is found out of compliance, rather than immediately making them ineligible to receive transit formula funds.</p>

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

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Bills that were chaptered, vetoed, or otherwise died during the first year of the 2021-22 session have been removed from the table. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 05/06/2022)
Support	AB 117 Boerner Horvath D	<p>Air Quality Improvement Program: electric bicycles.</p> <p>Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.</p>	Senate Appropriations
	AB 455 Wicks D Coauthor: Wiener D	<p>Bay Bridge Fast Forward Program.</p> <p>Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.</p>	Senate Transportation
	AB 2197 Mullin	<p>Caltrain electrification project: funding.</p> <p>Appropriates \$260 million from the General Fund to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	Assembly Transportation

San Francisco County Transportation Authority

	AB 2336 Ting D Friedman D	Vehicles: Speed Safety System Pilot Program. Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	<i>Assembly Appropriations</i>
Watch	ACA 1 Aguiar-Curry D Lorena Gonzalez D	Local government financing: affordable housing and public infrastructure: voter approval. Amends the California Constitution to authorize local ad valorem property taxes to be approved by 55% of the voters if used for transit, streets and roads, and sea level rise protections.	Assembly Local Government
	SB 66 Allen D	California Council on the Future of Transportation: advisory committee: autonomous vehicle technology. Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles.	Assembly Appropriations
	SB 917 Becker D	Seamless Transit Transformation Act. Advances recommendations from the Metropolitan Transportation Commission's Transit Transformative Action Plan, including the development of a Connected Network Plan and the implementation of an integrated transit fare structure.	<i>Senate Appropriations</i>
	SB 922 Wiener D	California Environmental Quality Act: exemptions: transportation-related projects. Extends until January 1, 2030 the California Environmental Quality Act (CEQA) statutory exemptions for specified sustainable transportation projects that were authorized in SB 288 (Wiener, 2020), and expands upon them.	<i>Senate Floor</i>
	SB 1049 Dodd D	Transportation Resilience Program. Establishes a new competitive grant program for transportation resilience projects, administered by the California Transportation Commission, utilizing new formula funds the state will receive from the federal Infrastructure Investment and Jobs Act.	<i>Senate Appropriations</i>
	SB 1050 Dodd D	State Route (SR) 37 Toll Bridge Act. Establishes a new SR-37 Toll Authority to operate and maintain a tolling program on SR-37 that funds projects to help make the facility more resilient to sea level rise.	<i>Senate Appropriations</i>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.



RESOLUTION ALLOCATING \$2,790,000 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$2,790,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Facilities–BART and Guideways–BART categories of the Prop K Expenditure Plan; 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 Expenditure Plan programmatic categories; and

WHEREAS, Both of the requests are consistent with the 5YPP for their respective category; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,790,000 in Prop K funds, with conditions, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$2,790,000 in Prop K funds, with conditions, for two requests, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K 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 sponsor 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 sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2021/22
5. Allocation Request Forms (2)

Attachment 1: Summary of Requests Received

						Leveraging		Phase(s) Requested	District(s)
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	\$ 2,025,000	90%	36%	Design	3, 6
Prop K	22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	\$ 2,500,000	78%	40%	Design	3, 6
TOTAL				\$ 2,790,000	\$ 4,525,000	83%	38%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 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)

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	Project Description
20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	Requested funds will be used to modernize and renovate two existing elevators (one street level and one platform level) at the Powell St. Station and one existing elevator (platform level) at the Civic Center Station to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability at these joint BART/Muni stations. BART and SFMTA have confirmed that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. The scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. BART anticipates completing the design phase by December 2024, with the project open for use by December 2027. On April 12th, the Board gave first approval of programming \$3,441,270 in Prop AA funds to the construction phase of the project. The scope of this project will be included in the base contract for a larger construction project which includes modernizing a total of eight elevators at five San Francisco stations.
22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	This request will fund the replacement of the existing 50 year old BART traction power substation located at the Powell St. Station. The traction power substation will convert electric power to the appropriate specifications to supply energy to the BART system and will help improve BART system reliability and sustain service in San Francisco. BART anticipates that it will complete the design phase of the project by December 2022, with the project open for use by June 2026.
TOTAL			\$2,790,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

JUL 10

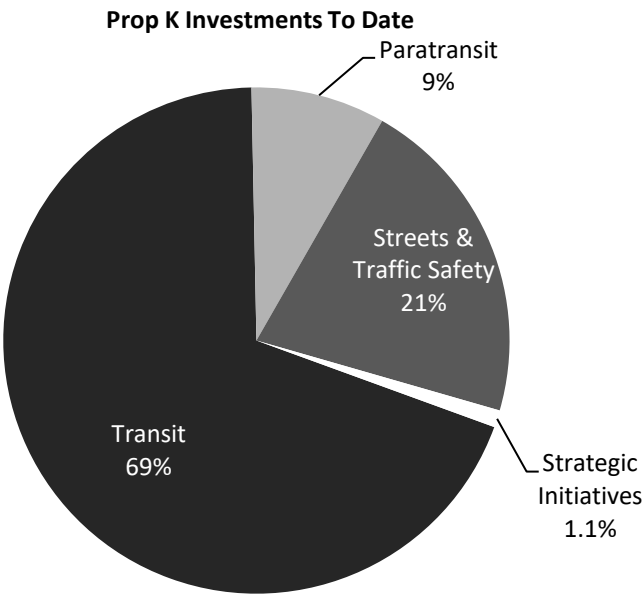
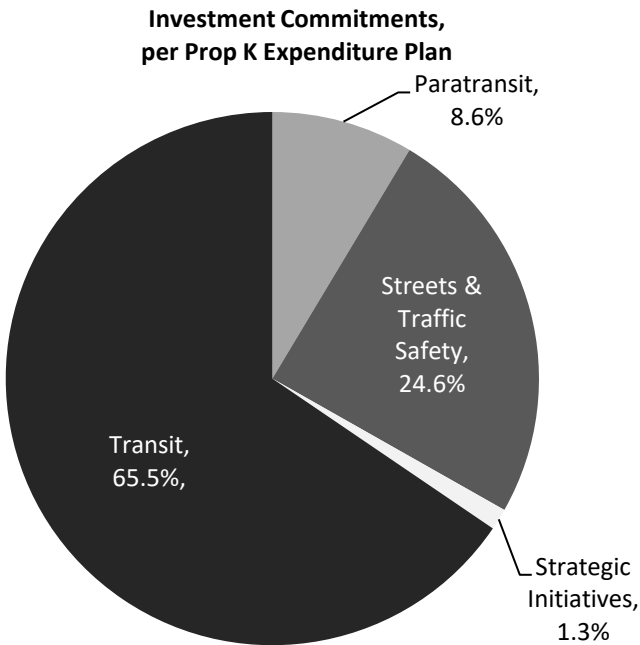
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	
22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	
TOTAL			\$ 2,790,000	

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	\$ 52,560,840	\$ 17,578,207	\$ 22,068,880	\$ 9,688,632	\$ 2,341,909	\$ 883,212
Current Request(s)	\$ 2,790,000	\$ -	\$ 1,395,000	\$ 1,195,000	\$ 200,000	\$ -
New Total Allocations	\$ 55,350,840	\$ 17,578,207	\$ 23,463,880	\$ 10,883,632	\$ 2,541,909	\$ 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.



San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Other Transit Enhancements, Facilities - BART
Current PROP K Request:	\$1,290,000
Supervisory Districts	District 03, District 06

REQUEST

Brief Project Description

Modernize and renovate two existing elevators (one street level and one platform level) at the Powell St. Station and one existing elevator (platform level) at the Civic Center Station to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability at these joint BART/Muni stations. Scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. This work will be included in the base contract for a larger construction project, which includes modernizing a total of eight elevators at five San Francisco stations.

Detailed Scope, Project Benefits and Community Outreach

The project will modernize and renovate two elevators at the Powell St. Station and one elevator at the Civic Center Station. Elevator work at these two stations is part of a larger construction project, the Elevator Modernization Project, Phase 1.3. This project will include elevator modernization work at five San Francisco Stations: Embarcadero, Montgomery Street, Powell St., Civic Center, and Glen Park. This funding request is for work to be performed at the Powell St. and Civic Center Stations, as project work at these stations will be included in the first phase of the larger construction contract.

Over the last several years, BART has been working to accomplish several critical elevator improvements. These improvements include replacing flooring in all passenger elevators throughout the system to make them safer and easier to clean, upgrading protective material at the sides of the elevators to prevent liquid from flowing under the sub-floor and damaging elevator equipment, and replacing all elevator emergency call boxes. However, elevators located in high service areas are in dire need of modernization to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability. The project work at the Powell St. Station will focus on one street level elevator and one platform level elevator. The work at the Civic Center Station will focus on the platform level elevator. These elevators are traction or hydraulic, the two types of elevators that BART currently operates. Traction elevators utilize steel ropes or belts on a pulley system, and hydraulic elevators are powered by a hydraulic jack or fluid-driven pistons that travel inside of a cylinder.

The project is currently at Conceptual Engineering Report development phase. The current phase includes field assessment details, code review of existing system with respect to current codes, high

level cost estimate for construction along with construction schedule, based on review of internal and external potential impacts.

The project work at both stations will include:

- Removing existing elevator equipment in the hoistway and machine room
- Cleaning and painting machine room and elevator cab
- Steam cleaning hoistway and pit floor, applying epoxy coatings to pit floor and cab floor
- Upgrading machine room and elevators' electrical, HVAC, and communication system
- Replacing guides, cab and hoistway doors panels, cab enclosures, door equipment, cab top equipment, and cab frame
- Installing new hoistway equipment including various switches and fascia
- Refurbishing buffers, pit channels, guide rails, and brackets
- Replacing controller

Scope of work specific to the traction elevator: M30-55 (Powell St.) and M40-57 (Civic Center)

- Replacing traction machine, governor, safety, and ropes

Scope of work specific to the hydraulic power elevator: M30-54 (Powell St.)

- Replacing pump unit including tank, valves, motor, and pipes
- Replacing hydraulic ram and cylinder

BART has engaged with community members and obtained input and support for the Elevator Modernization Project work through various forums:

- 2015 Powell St. BART Station Modernization Program and the 2016 Civic Center Station Modernization Plan. BART conducted extensive community outreach including a series of open houses, surveys, fliers, BART news stories, and social media engagement events. The purpose of the outreach was to inform BART riders and the public about BART's planning process, share efforts to implement capacity and modernization at the stations (including elevator renovation), build awareness and understanding of challenges and potential solutions, and survey riders on preferences for improvements.
- 2020 Customer Satisfaction Study. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator availability and reliability received low customer ratings, highlighting the need for elevator modernization.
- BART has also been obtaining on-going community input regarding elevators through the Elevator Attendant Program. This program, receiving Lifeline Transportation Program funds from SFCTA, was first launched in April 2018 at the Powell St. and Civic Center stations, and expanded to Embarcadero and Montgomery St. stations in November 2019. The program provides elevator attendant services to address sanitation, safety, and security concerns inside station elevators. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and attempt to deter inappropriate behavior. According to Daniel Cooperman, Senior Manager of Social Service Partnerships at BART, elevator attendants at the Powell St. and Civic Center stations provided services to 39,243 customers, including 3,424 people with disabilities, in 2020 (data from 2021 is being consolidated). Before the program, only 44% of elevator users rated themselves as very or somewhat satisfied using the elevators. After six months of the program being in place, community members expressed satisfaction. Community members' comments included "very good for people with disabilities," and "please keep this going. I feel so much safer." Elevator modernization work, along with continuation of Elevator Attendant Program services at the Powell St. and Civic Center stations, is vital to ensure elevators consistently remain safe, clean, and in working order for all BART/Muni patrons.

BART staff members obtained input from the BART Accessibility Task Force (BATF) about the Elevator Modernization Project work, at Powell St. and Civic Center stations, at the January 27, 2022 BATF Meeting. BATF members were in support of BART seeking additional funding for the program.

Project Location

BART/SFMTA Civic Center and Powell St. Stations

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:	\$1,290,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2021	Oct-Nov-Dec	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2024
Advertise Construction	Apr-May-Jun	2025		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-120B: Facilities - BART	\$0	\$1,290,000	\$0	\$1,290,000
SFMTA Operating (SFMTA/BART Joint Maintenance Agreement)	\$0	\$0	\$735,000	\$735,000
Phases In Current Request Total:	\$0	\$1,290,000	\$735,000	\$2,025,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$3,441,270	\$0	\$0	\$3,441,270
PROP K	\$0	\$1,290,000	\$0	\$1,290,000
BART Funds	\$698,223	\$0	\$390,900	\$1,089,123
FTA Section 5337 (BART)	\$2,792,892	\$0	\$1,151,100	\$3,943,992
SFMTA Operating (SFMTA/BART Joint Maintenance Agreement)	\$0	\$0	\$6,323,115	\$6,323,115
Funding Plan for Entire Project Total:	\$6,932,385	\$1,290,000	\$7,865,115	\$16,087,500

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$562,500		Actual cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,025,000	\$1,290,000	Estimated market value based on historical projects
Construction	\$13,500,000		Estimated market value based on historical and similar scoped projects with bids received
Operations	\$0		
Total:	\$16,087,500	\$1,290,000	

% Complete of Design:	5.0%
As of Date:	03/25/2022
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
Total BART Labor	\$ 487,380	24%
Consultant	\$ 1,474,669	73%
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 63,000	3%
TOTAL PHASE	\$ 2,025,049	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,290,000	Total PROP K Recommended	\$1,290,000

SGA Project Number:		Name:	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP16)
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2025
Phase:	Design Engineering	Fundshare:	63.7%

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-116	\$0	\$500,000	\$0	\$0	\$0	\$500,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder). BART shall also provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with a Prop AA allocation request for construction.

Special Conditions

1. Recommendation is conditioned upon BART and SFMTA confirming that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. [condition met April 18, 2022]

SGA Project Number:		Name:	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP 20B)
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2026
Phase:	Design Engineering	Fundshare:	63.7%

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-120B	\$0	\$145,000	\$445,000	\$200,000	\$0	\$790,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder). BART shall also provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with a Prop AA allocation request for construction.

Special Conditions

1. This request is conditioned upon BART and SFMTA confirming that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. [condition met April 18, 2022]

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	36.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	91.98%	No TNC TAX	78.61%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,290,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AHDR

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jin Cao	Rob Jaques
Title:	Project Manager	Principal Financial Analyst
Phone:	(510) 852-5824	(510) 203-0895
Email:	jcao@bart.gov	rob.jaques@bart.gov



Elevator Modernization Project, Phase 1.3
Powell Street and Civic Center/UN Plaza Stations

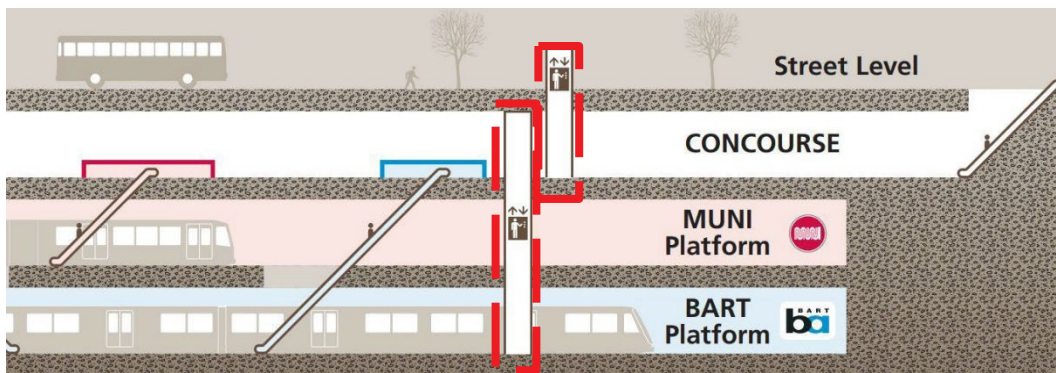


Figure 1. Powell St. Station map section view, <https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf>.



Figure 2. Powell St. Station map, <https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf>.

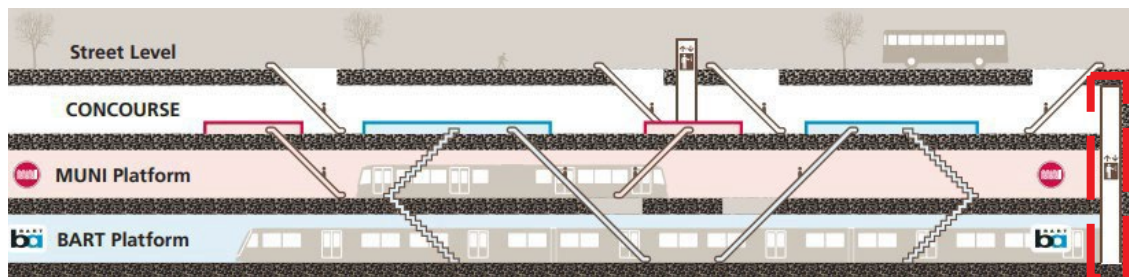


Figure 3, Civic Center Station map section view,

<https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf>.

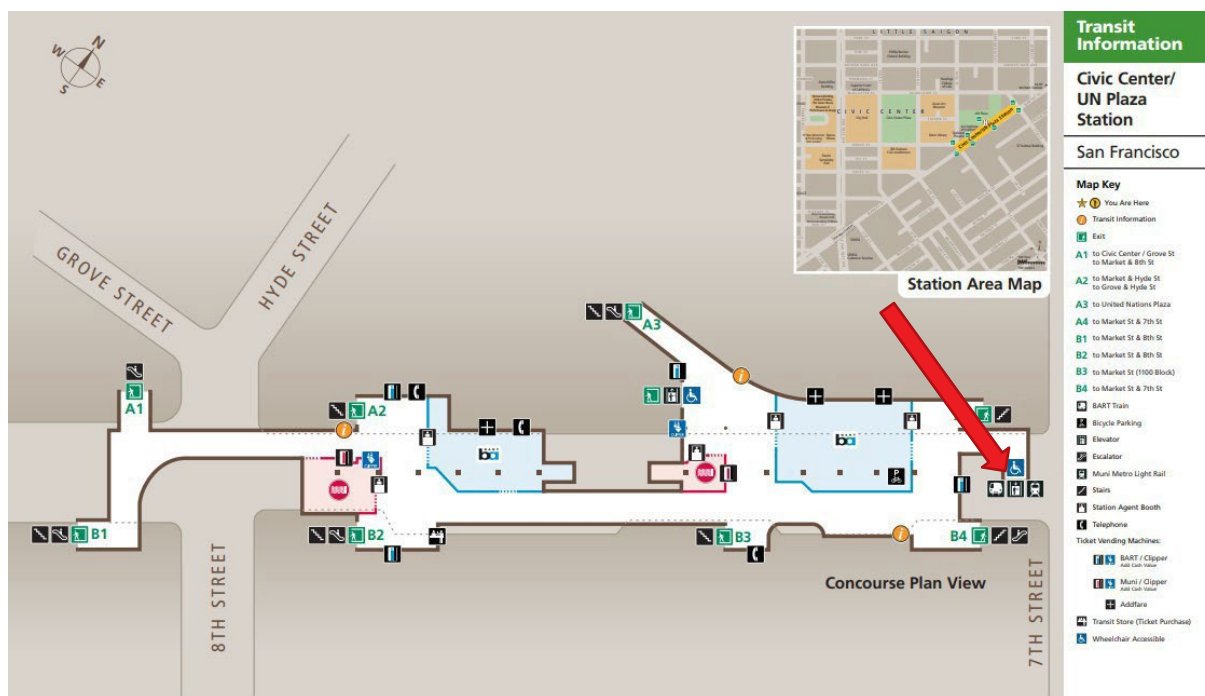


Figure 4, Civic Center Station map, <https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf>.

Current Conditions

Major components such as elevator doors / door operators and hydraulic cylinders are built for a specific conveyance with precise technical specification. When these components fail, they are required to be removed, overhauled, and reinstalled. These repairs go beyond routine maintenance and are classified as extensive heavy repairs. Older equipment with a high degree of ridership, operational hours, and environmental abuse, such as at the Powell St. and Civic Center stations, have exceeded their useful life, see figures 6 - 9.



Figure 6. Street elevator at Powell St. Station, December 2021.



Figure 7. Street elevator at Civic Center Station, December 2021.



Figure 8. Vandalism to destination buttons at Powell St. Station platform elevator, December 2021.



Figure 9. Vandalism to destination buttons at Civic Center Station street elevator, December 2021.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Guideways - BART
Current PROP K Request:	\$1,500,000
Supervisory Districts	District 03, District 06

REQUEST

Brief Project Description

Replace the existing 50 year old BART traction power substation located at the Powell St. Station. The traction power substation will convert electric power to the appropriate specifications to supply energy to the BART system and will help to improve BART system reliability and sustain service in San Francisco.

Detailed Scope, Project Benefits and Community Outreach

BART's ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. BART must make significant upgrades to its traction power supply. Replacement of the BART Powell St. Station traction power substation, which is the subject of this request, is part of a larger project to replace traction power facilities at 3 locations in San Francisco by 2028. The old facility will be demolished and removed. New equipment will be placed within the existing substation area. This project will help to improve BART system reliability and sustain service in San Francisco.

BART is a traction power, protected right-of-way commuter rail system that spans 131 miles of double track, 50 stations, and five counties—Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara. BART service lines run through urban and suburban landscapes, crossing the San Francisco Bay via an underwater passageway (the "Transbay Tube"), and connecting passengers to San Francisco International Airport, Oakland International Airport, Caltrain, Capitol Corridor, and San Francisco Municipal Railway ("MUNI"), Alameda-Contra Costa Transit (AC Transit) and numerous other transit operators across the Bay Area. In the past few years, BART conducted an extensive outreach initiative called Better BART to educate the Bay Area's public about the system and the various critical infrastructure investments that it needs. An important component of this outreach was to communicate the need for an increased electrical supply and upgrades to the traction power supply. The outreach process included over 400 presentations to diverse stakeholder groups. BART distributed survey questionnaires in order to collect feedback from the public and received more than 1500 responses. The need for upgrades to BART's traction power system was also documented in MTC's Core Capacity Transit Study (2017), which also included a public outreach component. Traction power substation replacements are capital improvement priorities identified in BART's FY

BART does not expect for the project work to impact BART service. BART does expect impacts to traffic and MUNI service, as the project requires for traffic (and possibly buses) to be re-routed next to the station on Cyril Magnin Street when the hatch is opened as it is in the middle of one lane on the street. Additionally, there might be some impacts to the public with regards to construction staging areas.

Project Location

Powell Street BART/SFMTA Station

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:	\$1,500,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2015	Jul-Aug-Sep	2016
Environmental Studies (PA&ED)	Jul-Aug-Sep	2018	Jul-Aug-Sep	2019
Right of Way	Oct-Nov-Dec	2018	Jul-Aug-Sep	2019
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2022
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-122B: Guideways - BART	\$0	\$1,500,000	\$0	\$1,500,000
BART Funds	\$0	\$0	\$1,000,000	\$1,000,000
Phases In Current Request Total:	\$0	\$1,500,000	\$1,000,000	\$2,500,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,500,000	\$0	\$1,500,000
BART Funds	\$0	\$0	\$1,060,000	\$1,060,000
BART Funds TBD (e.g. Capital Allocations, Measure RR, FTA Formula Funding)	\$0	\$33,000,000	\$0	\$33,000,000
Funding Plan for Entire Project Total:	\$0	\$34,500,000	\$1,060,000	\$35,560,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$60,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,500,000	\$1,500,000	Based on the Conceptual Engineering as well as final costs of other similar projects.
Construction	\$33,000,000		Based on the Conceptual Engineering as well as final costs of other similar projects.
Operations	\$0		
Total:	\$35,560,000	\$1,500,000	

% Complete of Design:	0.0%
As of Date:	03/28/2022
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor BART	\$ 500,000	20%
2. Consultant	\$ 1,650,000	66%
3. Other Direct Costs	\$ 50,000	2%
4. Contract Procurement	\$ 100,000	4%
5. Contingency	\$ 200,000	8%
TOTAL PHASE	\$ 2,500,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,500,000	Total PROP K Recommended	\$1,500,000

SGA Project Number:	122-xxxxxxx	Name:	Traction Power Substation Replacement, Powell St. Station
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	06/30/2023
Phase:	Design Engineering	Fundshare:	60.0%

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-122B	\$0	\$750,000	\$750,000	\$0	\$0	\$1,500,000

Deliverables

- Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- With the first quarterly report, BART shall provide 2-3 photos of before conditions. BART shall also provide photos during construction activities and after construction is completed.
- Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	40.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	95.78%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traction Power Substation Replacement, Powell St. Station
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

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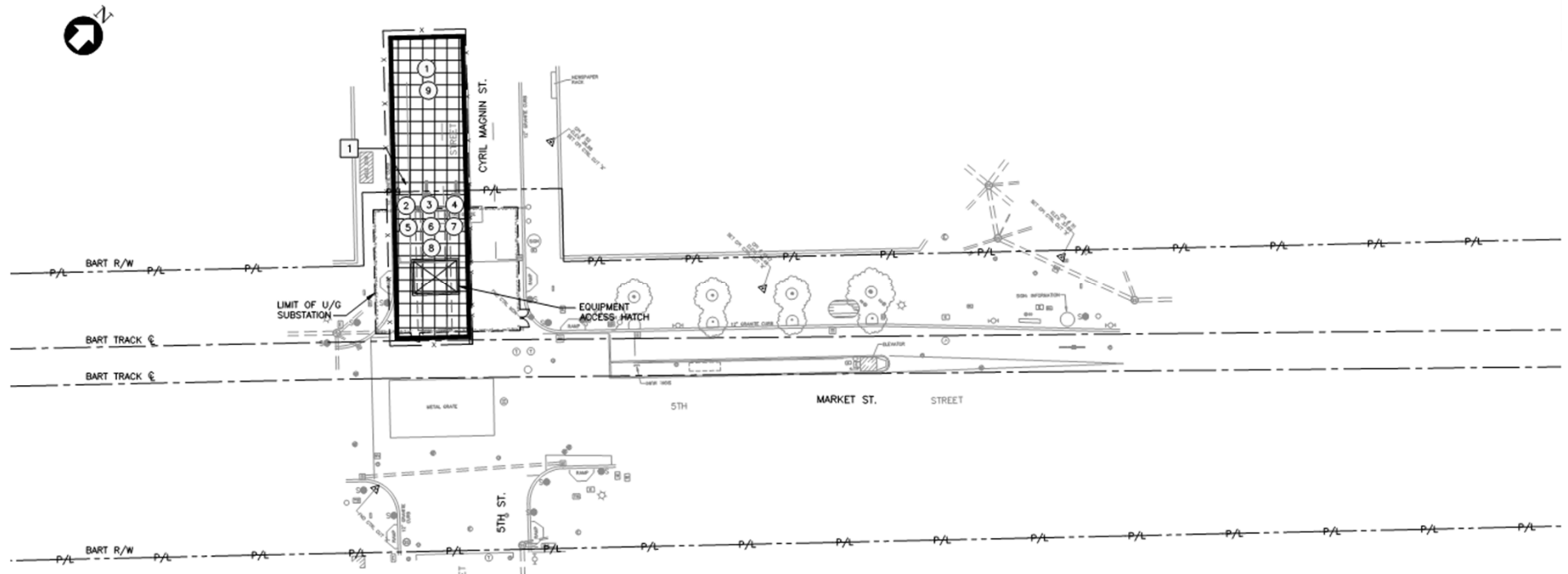
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
AHDR

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Bryant Fields	Rob Jaques
Title:	Project Manager	Principal Financial Analyst
Phone:	(510) 504-7082	(510) 203-0895
Email:	bfields@bart.gov	rob.jaques@bart.gov

Site Layouts – Powell Street (MPS)



CONSTRUCTION STAGING PLAN

GENERAL CONSTRUCTION STAGES WILL CONSIST OF COMMUNITY NOTIFICATION, SITE ESTABLISHMENT, MOBILIZATION, SITE CLEARING, DEMOLITION AND TRACTION POWER SYSTEM REPLACEMENT (INCLUDING FOOTINGS AND MODULAR UNIT CONSTRUCTION). THE PROJECT WILL ALSO CONSIST OF TESTING AND COMMISSIONING, FOLLOWED BY DE-MOBILIZATION.

STAGE 1 – NOTIFICATION AND SITE ESTABLISHMENT

- 1 NOTIFY COMMUNITY ABOUT UPCOMING WORK AND ANY ROAD/SIDEWALK CLOSURES.
- 1 MOBILIZE TO LAYOUT STAGING AREA. INSTALL TEMPORARY FENCING WITH GATE.

STAGE 2 – SITE CLEARING AND DEMOLITION

- 2 COORDINATE TEMPORARY LANE CLOSURE WITH THE CITY.
- 3 OPEN EQUIPMENT ACCESS HATCH STEEL PLATE OVER OPENING.
- 4 DECOMMISSION AND REMOVE EXISTING SUBSTATION EQUIPMENT.

STAGE 3 – NEW INSTALLATION

- 5 POUR CONCRETE PADS AND OIL CONTAINMENT CURBS.
- 6 INSTALL SUBSTATION EQUIPMENT.

STAGE 4 – TESTING, COMMISSIONING AND DEMOBILIZATION

- 7 FIELD TEST, INTEGRATE, AND COMMISSION SUBSTATION EQUIPMENT.
- 8 INSTALL NEW ACCESS HATCH COVER. REPAIR AND REPAVE PAVEMENT.
- 9 RESTORE STAGING AREA AT CONCLUSION OF THE PROJECT.

IMPACT TO BART OPERATIONS

- NORMAL REVENUE OPERATIONS, ALL TRACKS AVAILABLE.
- CONSTRUCTION ACTIVITIES DURING DAYLIGHT HOURS.
- TRACK ALLOCATIONS REQUIRED FOR TRACTION POWER CONNECTION TO TRACK SYSTEM.

NOTE:

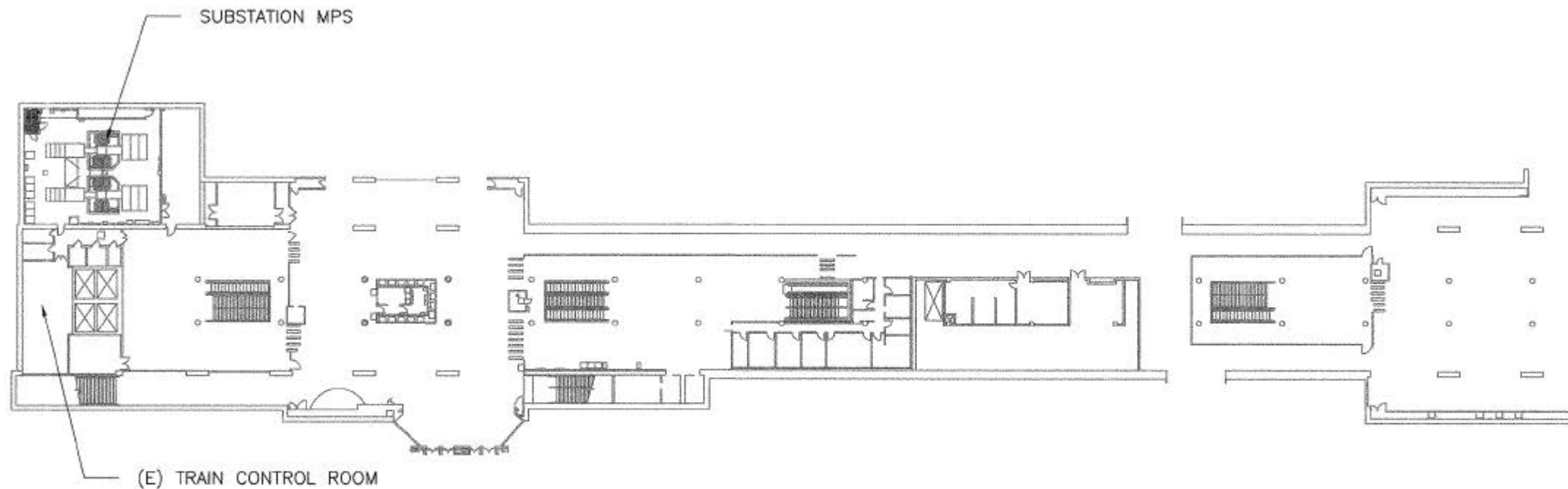
1. EXISTING EQUIPMENT ACCESS HATCH TO BE OPENED FOR REMOVAL AND INSTALLATION OF SUBSTATION EQUIPMENT.
2. SEE TRAFFIC MAINTENANCE PLAN FOR TRAFFIC HANDLING DETAILS.

BY CONTRACTOR

(X)

BY BART

(X)



OVERALL MEZZANINE PLAN

1" = 40'

2

G036



Memorandum

AGENDA ITEM 8

DATE: April 27, 2022

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 5/10/2022 Board Meeting: Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,790,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:</p> <ol style="list-style-type: none"> 1. Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000) 2. Traction Power Substation Replacement, Powell St. Station (\$1,500,000) <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. BART staff will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject 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 attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



FINANCIAL IMPACT

The recommended action would allocate \$2,790,000 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K 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 April 27, 2022, meeting and 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 Allocation Summary - FY 2021/22
- Attachment 5 - Allocation Request Forms (2)

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San Francisco
County Transportation
Authority



RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT (OBAG) CYCLE 3 COUNTY FRAMEWORK AND RECOMMENDING THE PROGRAMMING OF \$7,082,400 OF SAN FRANCISCO'S ESTIMATED SHARE OF OBAG FUNDS TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM, \$2,200,000 TO THE TRANSPORTATION AUTHORITY FOR CONGESTION MANAGEMENT AGENCY PLANNING, AND \$52,855,600 TO PROJECTS TO BE SELECTED THROUGH A CALL FOR PROJECTS

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first cycle of the One Bay Area Grant Program (OBAG 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth (Attachment 1); and

WHEREAS, In November 2015, MTC adopted the OBAG Cycle 2 framework, which largely maintained the same funding guidelines and policies as OBAG 1 and built on progress made by OBAG 1 by making some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular; and

WHEREAS, In January 2022, MTC adopted the OBAG Cycle 3 framework and made \$340 million in federal funds available for the OBAG County Program to support a wide range of projects and fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco,



the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 3 County Program priorities and submitting them to MTC by September 30, 2022; and

WHEREAS, By January 2023, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 15.2% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations; and

WHEREAS, San Francisco's estimated share of revenues is \$62.138 million for the 120% target and about \$51.8 million at 100% of available programming over the next four fiscal years (2022/23-2025/26); and

WHEREAS, CMAs are required to comply with MTC's requirements, including screening and prioritization criteria but have flexibility to include additional criteria that reflect local priorities; and

WHEREAS, Staff recommended an OBAG 3 funding framework including a funding distribution for San Francisco's \$62.138 million target (Attachment 2) and project screening and prioritization criteria, which include the addition of some San Francisco-specific criteria as detailed in Attachment 3; and

WHEREAS, Consistent with San Francisco priorities established for prior OBAG cycles and as allowed by MTC's OBAG guidelines, staff recommends programming \$7.082 million in OBAG 3 County Program funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program as described in detail in Attachment 4, and \$2.2 million for CMA planning activities, leaving the remaining \$52.856 million for a competitive call open to all OBAG-eligible projects; and

WHEREAS, Transportation Authority staff will conduct San Francisco's OBAG 3



County Program call for projects consistent with MTC's OBAG 3 guidelines and will seek Board approval of San Francisco's priorities this fall, in time to submit them to MTC by its September 30, 2022 deadline; and

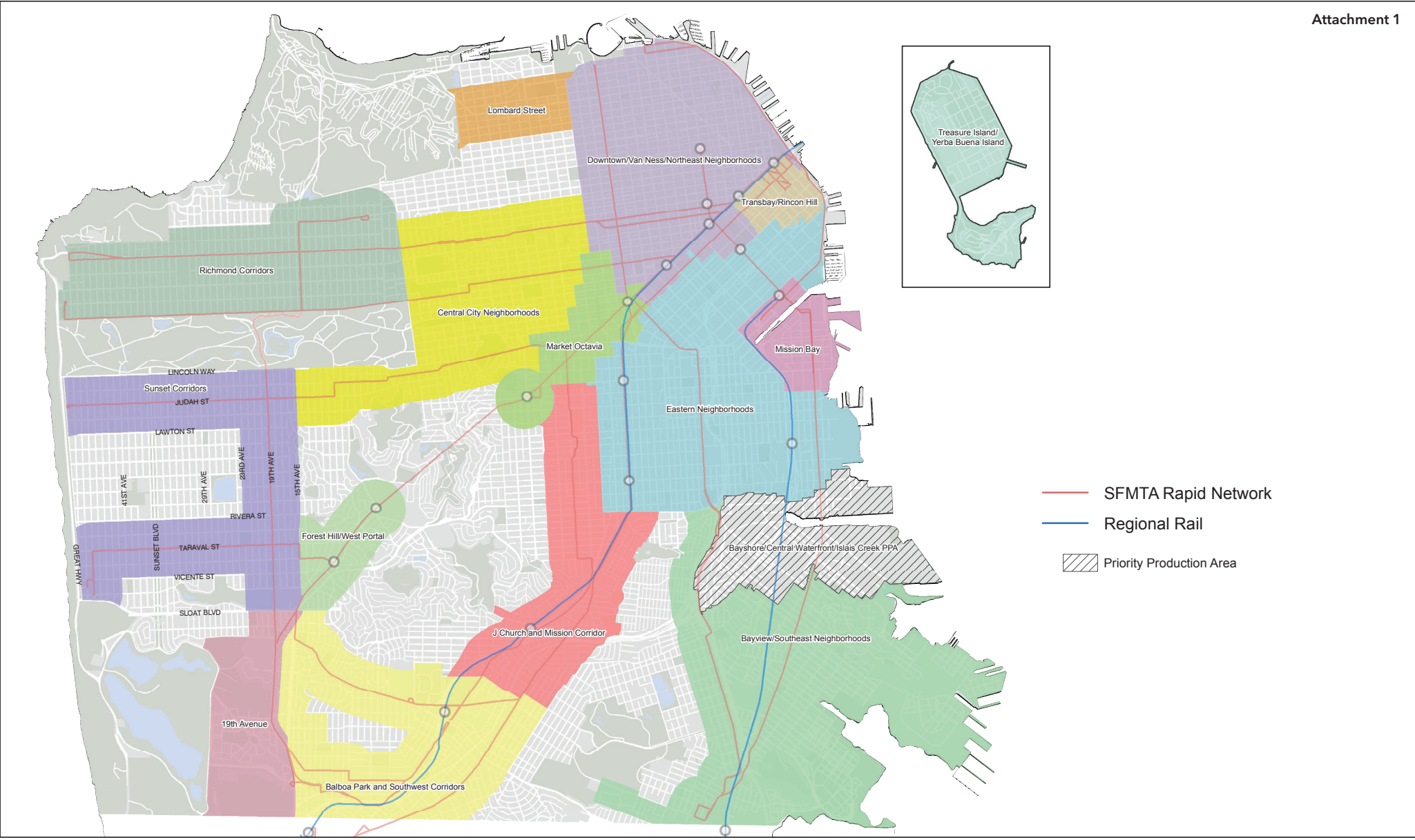
WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 3 County Framework and recommends programming \$7.082 million of San Francisco's estimated share of OBAG Cycle 3 funds to the SFMTA's Safe Routes to School Non-Infrastructure Program, \$2.2 million to the Transportation Authority for CMA Planning, and \$52,855,600 to projects to be selected through a call for projects; and be it further

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

Attachments:

1. San Francisco Priority Development Areas
2. OBAG 3 County Program Funding Framework Distribution
3. OBAG 3 County Program Screening and Prioritization Criteria
4. Safe Routes to School Request



Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO

Attachment 2
Proposed One Bay Area Grant Cycle 3 Funding Framework Distribution

Fiscal Year(s) of Programming	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 3 Funds Proposed
FY22/23- FY25/26	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning including ConnectSF and the San Francisco Transportation Plan and follow-on studies, as well as near- to medium-term planning and studies to support Priority Development Area and Equity Priority Community planning. Additional efforts may include planning for regional express bus service, waterfront planning, and equity studies, among other efforts outlined in our Annual Work Program.	Planning	Citywide	N/A	\$ 2,200,000
FY22/23- FY25/26	SFMTA	Safe Routes to School (SRTS) Non- Infrastructure Program	This request would fund the SRTS non-infrastructure program from November 2022 through November 2026, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program supports the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. OBAG 3 funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming. We are prioritizing SRTS non-infrastructure program for OBAG 3 funds given that it lacks an ongoing dedicated funding source and there are limited discretionary funding opportunities for this ongoing program. We are recommending programming to the SRTS Non-Infrastructure program at this time to avoid any gaps in funding available to support the program after the current grant ends in November 2022.	Construction	Citywide	\$ 8,000,000	\$ 7,082,400
FY22/23- FY25/26	TBD	Open Call for Projects	The Transportation Authority will release a call for projects in May 2022 inviting eligible project sponsors to apply for OBAG 3 funds. We will evaluate and score the projects based on the Screening and Prioritization Criteria (Attachment 3) to be adopted by the Transportation Authority Board and will present a list of recommended projects to the Board for approval in September 2022 before submitting to the Metropolitan Transportation Commission for final project selection.	TBD	TBD	TBD	\$ 52,855,600
						Total	\$ 62,138,000

Project Nomination Target - 120%² \$ 62,138,000

Project Nomination Target - 100%² \$ 51,680,000

¹ Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

² MTC has established a target funding amount for each county based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 15.2%, or approximately \$51.7 million of the \$340 million available regionwide. However, to ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%) and San Francisco's targeted share of \$408 million is approximately \$62 million. MTC will award \$340 million to projects selected from the larger nomination pool.

Attachment 3

One Bay Area Grant (OBAG) Cycle 3

Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

Attachment 3

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (under development), [Transit Oriented Communities \(TOC\) policy](#) update (under development), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

Attachment 3

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Attachment 3

Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Supervisory District	Citywide
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REQUEST

Brief Project Description

The San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure program supports the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles. Led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Unified School District (SFUSD), SF-SRTS will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

Detailed Scope, Project Benefits and Community Outreach

In order to support the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles, the One Bay Area Grant (OBAG) Cycle 3 funds are requested to fund the San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure Project for an additional four years (2022-2026). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and drawing on the expertise and experience of the San Francisco Department of Public Health (SFDPH) and the San Francisco Department of the Environment (SFE), the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities (see attached org chart).

An iteration of this program is currently funded through November 2022, and the proposed scope of work would build on the foundation of the current SF-SRTS non-infrastructure program which includes educational, encouragement, experiential, and evaluation activities. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, reduce city congestion and air pollution, and to inspire the next generations of walkers, bicyclists, and transit users.

Specific tasks to be accomplished through the OBAG Cycle 3 grant include:

- Identifying and implementing opportunities for in-school education related to transportation safety and choices
- Holding neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week

- Identifying clusters of schools with common routes to school and connecting parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Providing technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinating between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Comprehensive evaluation of program impacts on safety and mode-shift of children travelling to and from school.

To deliver the final scope of work for the program, the SRTS program will launch a competitive bid process to identify and secure the services of a contractor or contractors with expertise in culturally responsive, multi-lingual outreach, pedestrian safety, bicycle safety and education, transit use, and personal and environmental safety.

Participating Schools:

The OBAG 3 SRTS Non-Infrastructure Project will encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Only public non-charter schools are included in the program. Private schools who reach out to the Safe Routes to School Program will be supported with resources such as how-to guides. The program also runs and participates in citywide events that private school students can attend.

Roles and Responsibilities:

- SFMTA – Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD – Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- SFE – development and delivery of educational material on multi-modal transportation, in collaboration with SFMTA and SFUSD
- Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

Evaluating Program Metrics:

SFMTA employs a variety of metrics to track program impact and progress towards goals. The Safe Routes to School Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within $\frac{1}{4}$ mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

Project Location

Citywide

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Community Outreach will occur continuously throughout the project timeline.

Project coordination will occur with SFUSD, Vision Zero initiatives, and SFMTA school-focused teams and programs such as the Schools Engineering Program, crossing guards, and the Muni Transit Ambassadors Program.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
One Bay Area Grant (OBAG) Cycle 3	\$7,082,400	\$0	\$0	\$7,082,400
SFMTA Operating	\$229,400	\$0	\$0	\$229,400
TBD (e.g. new revenue measure)	\$688,200	\$0	\$0	\$688,200
Phases In Current Request Total:	\$8,000,000	\$0	\$0	\$8,000,000

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$8,000,000	Calculated based on salaries and expected level of effort.
Operations	\$0	
Total:	\$8,000,000	

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

Safe Routes to School-San Francisco (SRTS-SF) Non-Infrastructure Project						
Budget Period: December 2022 - November 2026						
City Staff Positions	Annual FTE	Year 1	Year 2	Year 3	Year 4	Total Budget
SFMTA						
Planning Programs Manager (Mgr IV)	0.10	\$44,630	\$44,630	\$44,630	\$44,630	\$178,520
SRTS Program Lead (Transportation Planner III)	1.00	\$342,960	\$342,960	\$342,960	\$342,960	\$1,371,842
SRTS Program Support (Transportation Planner II)	0.50	\$146,625	\$146,625	\$146,625	\$146,625	\$586,499
SFUSD						
SRTS Education Lead	1.00	\$172,010	\$172,010	\$172,010	\$172,010	\$688,040
SFE						
Education Coordinator	0.50	\$43,775	\$43,775	\$43,775	\$43,775	\$175,100
TOTAL PERSONNEL COSTS						\$ 3,000,000
Consultants/Contractual Services						
Contractor and Subcontractor Services*		\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$4,520,000
Other Direct Costs**		\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
TOTAL CONSULTANT AND CONTRACTUAL SERVICES					\$ 5,000,000	
TOTAL BUDGET FOR 2022-26						\$ 8,000,000

*Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting.

**Other Direct Costs covers procurement of services and materials needed for program activities and promotion. This includes but is not limited to printing, translation, incentives, safety aids such as helmets and reflectors, and items needed to maintain and transport a fleet of bicycles for skill-building classes.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
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		Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	11/30/2027
Phase:	Construction	Fundshare:	%

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
	\$0	\$1,770,600	\$1,770,600	\$1,770,600	\$1,770,600	\$7,082,400

Deliverables

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

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Crysta Highfield	Joel C Goldberg
Title:	Transportation Planner II	Grants Procurement Manager
Phone:	(415) 646-2454	(415) 646-2520
Email:	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



Project Information	
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Project Sponsor:	SFMTA
Sponsor Single Point of Contact:	Crysta Highfield 415.646.2454 Crysta.Highfield@sfmta.com
Project Location:	San Francisco - citywide
Brief Project Description:	The San Francisco Safe Routes to School Non-Infrastructure program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.
Program Eligibility	
Federal Fund Eligibility <i>Is the project eligible for federal transportation funds?</i>	<p>Select the OBAG 3 federal fund source(s) for which the project is eligible:</p> <p><input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet)</p> <p><input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet)</p> <p><i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.</i></p>
Eligible Project Type <i>Is the project an eligible project type?</i>	<p>Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines):</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Growth Framework Implementation</p> <p><input type="checkbox"/> PDA Planning Grant</p> <p><input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies)</p> <p>Complete Streets & Community Choice</p> <p><input type="checkbox"/> Bicycle/Pedestrian Infrastructure</p> <p><input type="checkbox"/> Bicycle/Pedestrian Program</p> <p><input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program</p> <p><input type="checkbox"/> SRTS Infrastructure</p> <p><input type="checkbox"/> Safety project</p> <p><input type="checkbox"/> Safety Planning efforts</p> <p><input type="checkbox"/> Complete Streets improvements</p> <p><input type="checkbox"/> Streetscape improvements</p> <p><input type="checkbox"/> Local Streets and Roads Preservation</p> <p><input type="checkbox"/> Rural Roadway Improvement</p> <p><input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC)</p> <p><input type="checkbox"/> CBTP/PB Project Implementation</p> </div> <div style="width: 48%;"> <p>Climate, Conservation, & Resilience</p> <p><input type="checkbox"/> Transportation Demand Management (TDM) Program</p> <p><input type="checkbox"/> Mobility Hub</p> <p><input type="checkbox"/> Parking/Curb Management</p> <p><input type="checkbox"/> Car/Bike Share Capital</p> <p><input type="checkbox"/> Open Space Preservation and Enhancement</p> <p><input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland</p> <p><input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)</p> <p>Multimodal Systems Operations & Performance</p> <p><input type="checkbox"/> Transit Capital Improvement</p> <p><input type="checkbox"/> Transit Station Improvement</p> <p><input type="checkbox"/> Transit Transformation Action Plan Project Implementation</p> <p><input type="checkbox"/> Active Operational Management</p> <p><input type="checkbox"/> Mobility Management and coordination</p> </div> </div>


One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)

Policy Alignment							
Federal Performance Goals <i>How does the project support federal performance measures?</i>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. <input type="checkbox"/> Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. <input type="checkbox"/> Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. <input type="checkbox"/> System Reliability: Improve the reliability of the Interstate system and NHS. <input type="checkbox"/> Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. <input type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): The Safe Routes to School Program leads and supports volunteers in leading supervised group walks and bike rides, teaches bicycle and pedestrian skills, and encourages families to choose walking, bicycling, carpooling, and transit for trips to school.</p>						
Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>The project is consistent with PBA 2050, Chapter 4: Transportation, Strategies for Sustainable Connections to Opportunity, Goal #2. Create healthy and safe streets: On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.</p>						
Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i>	<p>Select the regional plans and policies with which the project is aligned:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy</td> <td><input type="checkbox"/> Transit Oriented Communities Policy</td> </tr> <tr> <td><input checked="" type="checkbox"/> MTC's Equity Platform</td> <td><input type="checkbox"/> Blue Ribbon Transit Transformation</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Active Transportation Plan</td> <td>Action Plan</td> </tr> </table> <p>Describe how the project aligns with the selected regional plans and/or policies: For Regional Safety/Vision Zero Policy, Safe Routes to Schools is specifically identified in MTC Resolution 4400 as an implementation strategy.</p> <p>For Equity Platform, the project is citywide and will include all of SF's Equity Priority Communities.</p> <p>For Regional Active Transportation Plan, the project will help create and maintain a safe environment for people walking, rolling and bike riding (i.e. what students do).</p>	<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy	<input checked="" type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation	<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan
<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy						
<input checked="" type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation						
<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan						
	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p>						



<p>Regional Growth Geographies</p> <p><i>Does the project support PBA 2050 Growth Geographies?</i></p>	<p>Priority Development Area (PDA)</p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary) All of San Francisco is within one mile or less of a PDA boundary per PBA 2050 Priority Development Areas - One-Mile Buffer PBA 2050 Priority Development Areas - One-Mile Buffer Metropolitan Transportation Commission (ca.gov). This project meets this goal.</p> <p><input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i></p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i></p> <p>Transit Rich Area (TRA)</p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) Approximately half of San Francisco is a Transit Rich Area. The SRTS non-infrastructure project is Citywide and covers the TRA. (A significant portion of the non-TRA areas are parks.</p> <p>Priority Production Area (PPA)</p> <p><input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i></p>
<p>Equity Priority Communities</p> <p><i>Does the project invest in historically underserved communities?</i></p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> Equity Priority Communities (EPCs):</p> <p><input checked="" type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map)</p> <p><input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p>The SFMTA SRTS-Non-Infrastructure project is citywide and will include all of SF's Equity Priority Communities.</p>
<p>Local Housing Policies</p> <p><i>Is the project located in a jurisdiction with policies that support affordable housing?</i></p>	<p>Indicate if the project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage.</p> <p><input checked="" type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <ul style="list-style-type: none"> -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance <p><input checked="" type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p>


One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)

	<ul style="list-style-type: none"> -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement <p><input checked="" type="checkbox"/> <u>Produce</u> new housing at all income levels.</p> <ul style="list-style-type: none"> -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
Community Support	
Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p><i>Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program.</i></p> <p><i>- SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding the program.</i></p> <p><i>-SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School</i></p> <p><i>Comments received from participants in last year's programming include:</i></p> <p><i>"I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike & Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school" – Frank McCoppin Elementary School teacher</i></p> <p><i>"Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!" – Chinese Immersion School at DeAvila Elementary School Parent</i></p> <p><i>"When do we get to do this again?" - Presidio Middle School student</i></p> <p><i>Of elementary school teachers who reported their students' participation in Bike & Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation</i></p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan.</p>

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



	<p><i>San Francisco Safe Routes to School is consistent with the goals of MTC's Regional Active Transportation plan by offering training, education, and encouragement to students and parents on safe ways to travel by foot and bicycle. It is consistent with Plan Bay Area 2050's transportation goals by promoting and supporting walking, biking, transit use, and carpooling as modes for school trips.</i></p>
	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following:</p> <p><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></p>
Deliverability & Readiness	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>The project is ongoing and, as a non-infrastructure investment, is not a "project" from an environmental vantage (CEQA/NEPA).</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p>This is a non-infrastructure project that does not directly touch on Caltrans rights of way.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p>The project is ongoing and will obligate the funds as soon funds are programmed in the TIP.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p>No known risks. Staffing is a post-pandemic issue for all agencies. Nonetheless, this program has experienced staff and management in place.</p>
Project Cost & Funding	
<p>Grant Minimum</p>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa,</p>


One Bay Area Grant (OBAG 3) – County & Local Program
Template Application Form (v1)

<i>Does the project meet the minimum grant size requirements?</i>	<p>and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
<p>Local Match</p> <p><i>Does the project meet local match requirements?</i></p>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Notes on local match, optional</i></p>

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)


Project Cost & Funding
OBAG 3 Grant Request:

Total Grant Request	7,082,400
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Project Cost & Schedule:

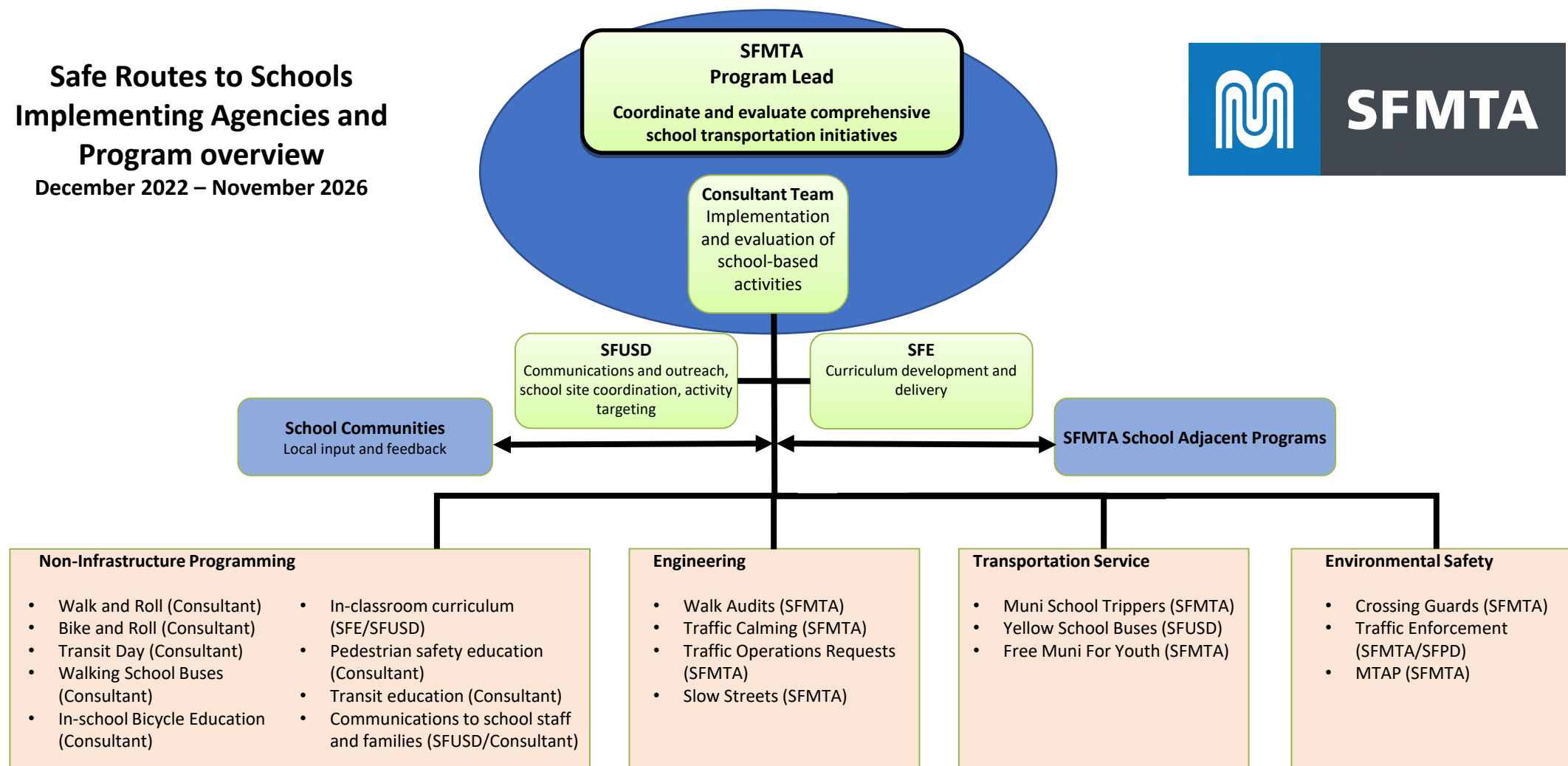
Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction [Non- infrastructure project]	\$8,000,000	\$917,600	<i>Each year the local match will be \$229,400. SFMTA Operating will provide for Year 1 and the local transportation sales tax will cover Years 2-4.</i>	\$7,082,400	\$0	Dec 2022 – Nov 2026
Total	\$8,000,000	\$ \$917,600		\$7,082,400	0	

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	15%
Bicycle/Pedestrian	85%
Other	%
Total	100%

Safe Routes to Schools Implementing Agencies and Program overview

December 2022 – November 2026



Legend:

Management Team

Input



Memorandum

AGENDA ITEM 9

DATE: April 28, 2022

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 05/10/22 Board Meeting: Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects

RECOMMENDATION ☐ Information ☒ Action

- Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 3 County Framework
- Recommend programming \$7,082,400 of San Francisco's estimated share of OBAG Cycle 3 funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School (SRTS) Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency (CMA) Planning, and \$52,855,600 to projects to be selected through a call for projects

SUMMARY

The Metropolitan Transportation Commission's (MTC's) OBAG Cycle 3 program directs federal funding to projects and programs that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs, and community amenities. Attachment 1 is a map of San Francisco's PDAs. Approximately \$340 million in federal funds are available for the County Program to support a wide range of projects to fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion

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



<p>Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG 3 County priorities and submitting them to MTC which will select projects from a regionwide candidate pool. MTC has requested that by September 30th, counties submit project lists totaling 120% of our nomination targets which are based on population and housing production. San Francisco's 120% target is 15.2% of the funds available regionwide or \$62.1 million over four fiscal years (2022/23-2025/26). The recommended actions include a San Francisco OBAG 3 funding framework, including a funding distribution for our \$62.1 million target (Attachment 4) and project screening and prioritization criteria (Attachment 2) for a \$52.856 million competitive call for projects. We are also recommending \$2.2 million to CMA planning activities similar to what was done in previous cycles and \$7.082 million to the SRTS Non-Infrastructure Program (Attachment 3), which is supportive of MTC's active transportation goals and our past OBAG recommendations. MTC will then evaluate nominated projects and select the project priorities by January 2023.</p>	
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BACKGROUND

In May 2012, MTC adopted the inaugural OBAG Program (Cycle) 1 to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. (see Attachment 1 for San Francisco's PDAs). In November 2015, MTC adopted the OBAG Cycle 2 framework, largely maintaining the same framework and policies as OBAG 1, with some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular. The San Francisco projects funded through OBAG 1 and OBAG 2 are shown Attachment 7.

In January 2022, MTC adopted the OBAG Cycle 3 framework. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area 2050, incorporate recent MTC policy initiatives, address federal planning and programming requirements,



advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

As the CMA for San Francisco, the Transportation Authority is responsible for managing San Francisco's OBAG 3 County Program.

DISCUSSION

San Francisco's OBAG 3 County Framework is comprised of a proposed funding distribution for the nomination target for our county share (Attachment 4) and Screening and Prioritization Criteria for the competitive call for projects portion of the program (Attachment 2). These are described below along with the recommended programming of \$2,200,000 for CMA Planning and \$7,082,400 for the SFMTA's Safe Routes to School (SRTS) Non-Infrastructure Program.

Nomination Target. As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). To ensure a sufficient pool of project nominations, MTC is soliciting nominations for 120% of the available funding capacity for the County Program. With a total of \$340 million available for programming regionwide, the nomination target for the nine Bay Area counties totals \$408 million. San Francisco's estimated share of the OBAG 3 County Program is 15.2% or \$62.138 million for our 120% target and about \$51.7 million at 100% of available programming over the next four fiscal years (2022/23-2025/26). Our proposed distribution of those funds is summarized in the table below and detailed in Attachment 4.

Table 1. San Francisco OBAG 3 County Program Funding Framework Distribution

CMA Planning	\$2,200,000
SRTS Non-Infrastructure Program	\$7,082,400
Competitive Call for Projects	\$52,855,600
Total Project Nomination Target (120%)	\$62,138,000

CMA Planning. CMAs are required to perform various planning, fund programming, monitoring, and outreach functions in compliance with regional, state, and federal requirements. As was done in prior OBAG cycles, MTC sets aside a minimum base amount of funds for CMAs' planning activities which is \$3.624 million for San Francisco over the four-year OBAG 3 cycle and continues to allow CMAs to designate additional funding from their County Program to augment this funding for planning efforts. We recommend augmenting CMA planning funds by \$2.2 million, or about 4% of the 100% target which is similar to



programming levels under OBAG 1 and OBAG 2. CMA planning efforts over the next four years include long range planning such as ConnectSF and the San Francisco Transportation Plan and follow-on studies, PDA planning, and Equity Priority Community planning, among others.

SFMTA's SRTS Non-Infrastructure Program. We recommend prioritizing San Francisco's SRTS Non-Infrastructure Program (e.g., education and outreach activities intended to encourage children and families to use sustainable travel modes to get to and from school) with \$7,082,400 in OBAG 3 funds over the next four years, given the limited funding sources available for ongoing non-infrastructure programs (e.g., operating support). This OBAG funding would provide funding stability over the next four years as the SRTS program focuses on the core goals of improving safety near schools and increasing sustainable transportation modes. The SFMTA has committed to providing the required local matching funds of \$229,400 from its operating budget for the first year of this OBAG cycle, with matching funds to be provided by the local half-cent sales tax in subsequent years. The proposed SRTS Non-Infrastructure Program scope, schedule, cost and funding plan are detailed in Attachment 3.

Prioritizing funding for the SRTS Non-Infrastructure Program now does not preclude SRTS *capital* projects from competing for OBAG 3 funds through the competitive call for projects.

Competitive Call for Projects. For the remaining \$52.8 million in County Program nomination target funds, we will identify and select projects through a competitive and transparent process, as required by MTC.

San Francisco's OBAG 3 Call for Projects. OBAG 3 provides a high degree of flexibility in terms of what types of projects can be funded, provided that for urbanized counties like San Francisco, at least 70% of the OBAG 3 County Program funding be invested in PDA supportive projects. Given the extent of PDA coverage in San Francisco (see Attachment 1), the latter is an easy condition to satisfy.

Eligible project types include but are not limited to transit expansion, reliability, and access improvements; safety, streetscape, and complete streets improvements; transportation demand management programs including education and outreach, and mobility hub planning and implementation; SRTS capital and non-infrastructure programs; and PDA planning and implementation.

Screening and Prioritization Criteria. MTC's OBAG 3 guidelines lay out extensive project selection requirements, including screening and prioritization criteria, eligible project types and sponsors, and public outreach, all of which that are intended to comply with federal requirements and meet the goals of OBAG. MTC requires CMAs to use its established screening and prioritization criteria but allows us to add criteria to prioritize projects based on the needs within our county. The county nominated projects will go into the regionwide pool for evaluation and prioritization by MTC, which is different from prior cycles where MTC's role was more a concurrence role.



Attachment 2 includes the proposed project screening and prioritization criteria that we plan to use to determine San Francisco's OBAG 3 project nominations. Our evaluation criteria take into consideration the need to position projects to score well regionally, in line with MTC's evaluation of projects at the regional level. MTC's project evaluation includes up to 75 points for CMA prioritization, 15 points for regional impact, and 10 points for deliverability, and projects that are eligible for federal air quality improvement funds can receive up to 10 points.

The proposed San Francisco-specific prioritization criteria retain most of the Board-approved criteria used for OBAG Cycles 1 and 2, such as multi-modal benefits, multiple project coordination, and safety. We have also incorporated criteria used in other local calls for projects, such as Prop AA and the State Transit Assistance program. Given the challenge of meeting the timely use of funds requirements on these federal OBAG funds and MTC's emphasis on deliverability, we will give strong consideration to project readiness when selecting projects.

As administrator of a variety of fund sources, we also will consider the amount and timing of funding availability for other sources, as well as their specific requirements and purposes, in order to match projects with the most fitting funding sources as part of the application evaluation.

Call for Projects Schedule. Following the Board's first approval of the proposed framework on May 10th, we will release the call for projects contingent upon final action of the Board on May 24th. Attachment 5 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and recommending the project list to the Community Advisory Committee (CAC) and Board in September in order to meet MTC's September 30 deadline.

Outreach Plan. Consistent with MTC's OBAG 3 guidelines, our public outreach will build on recent efforts to reauthorize Prop K and update the San Francisco Transportation Plan. Both efforts include outreach regarding priorities for transportation investments in San Francisco, with an emphasis on Equity Priority Communities (see Attachment 6 for map) and disadvantaged populations. Project sponsors' public involvement activities to identify and refine their agency's priorities will also be considered. In addition, for the OBAG 3 call for projects, our public outreach approach will include, but not be limited to the following:

- Public meetings of the Transportation Authority CAC and Board
- Proposed presentations and information sharing with the Bicycle Advisory Committee (which will also satisfy OBAG 3 requirements to make Complete Streets Checklists for OBAG projects available to Bicycle and Pedestrian Advisory Committees prior to project selection)
- Commissioner engagement (e.g., briefings), coordination with project sponsors, constituents and other stakeholders



- Outreach tools, e.g., OBAG 3 website (www.sfcta.org/funding/one-bay-area-grant-program), email, social media
- Multilanguage translations of materials and meetings, as requested

FINANCIAL IMPACT

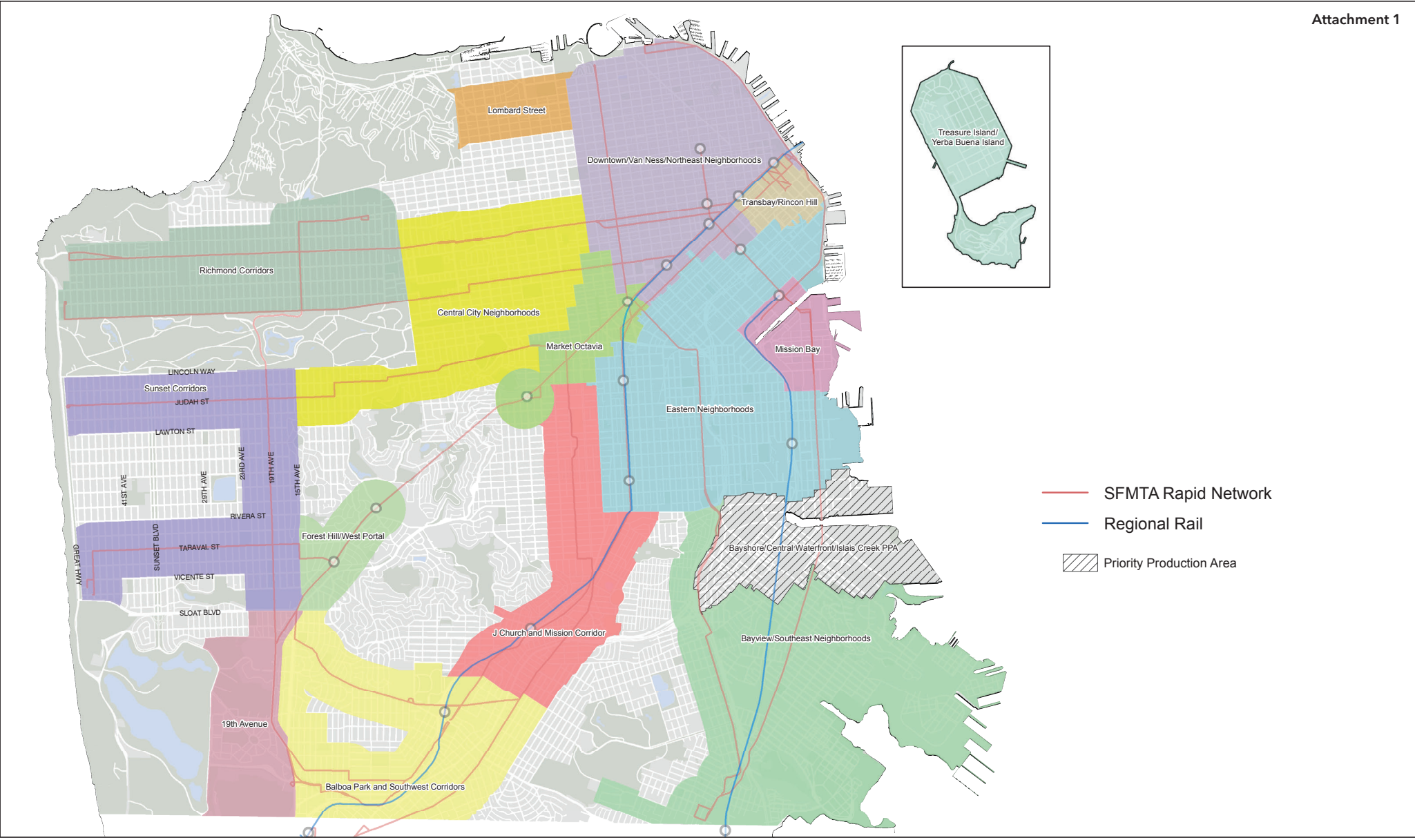
The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget; however, a portion of the proposed \$2,200,000 in OBAG Cycle 3 CMA Planning funds are included in the proposed Fiscal Year 2022/23 budget and will be included in future budgets to cover the funding for those respective fiscal years, if approved by the Board.

CAC POSITION

The CAC considered this item at its April 27, 2022, meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Map of Priority Development Areas
- Attachment 2 - Screening and Prioritization Criteria
- Attachment 3 - Safe Routes to School Application
- Attachment 4 - Proposed OBAG 3 Funding Framework Distribution
- Attachment 5 - Call for Projects Schedule
- Attachment 6 - Map of Equity Priority Communities
- Attachment 7 - OBAG Cycles 1 and 2 Project List



Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO

Attachment 2

One Bay Area Grant (OBAG) Cycle 3

Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

Attachment 2

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (under development), [Transit Oriented Communities \(TOC\) policy](#) update (under development), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

Attachment 2

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Attachment 2

Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Supervisory District	Citywide
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REQUEST

Brief Project Description

The San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure program supports the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles. Led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Unified School District (SFUSD), SF-SRTS will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

Detailed Scope, Project Benefits and Community Outreach

In order to support the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles, the One Bay Area Grant (OBAG) Cycle 3 funds are requested to fund the San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure Project for an additional four years (2022-2026). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and drawing on the expertise and experience of the San Francisco Department of Public Health (SFDPH) and the San Francisco Department of the Environment (SFE), the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities (see attached org chart).

An iteration of this program is currently funded through November 2022, and the proposed scope of work would build on the foundation of the current SF-SRTS non-infrastructure program which includes educational, encouragement, experiential, and evaluation activities. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, reduce city congestion and air pollution, and to inspire the next generations of walkers, bicyclists, and transit users.

Specific tasks to be accomplished through the OBAG Cycle 3 grant include:

- Identifying and implementing opportunities for in-school education related to transportation safety and choices
- Holding neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week

- Identifying clusters of schools with common routes to school and connecting parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Providing technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinating between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Comprehensive evaluation of program impacts on safety and mode-shift of children travelling to and from school.

To deliver the final scope of work for the program, the SRTS program will launch a competitive bid process to identify and secure the services of a contractor or contractors with expertise in culturally responsive, multi-lingual outreach, pedestrian safety, bicycle safety and education, transit use, and personal and environmental safety.

Participating Schools:

The OBAG 3 SRTS Non-Infrastructure Project will encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Only public non-charter schools are included in the program. Private schools who reach out to the Safe Routes to School Program will be supported with resources such as how-to guides. The program also runs and participates in citywide events that private school students can attend.

Roles and Responsibilities:

- SFMTA – Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD – Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- SFE – development and delivery of educational material on multi-modal transportation, in collaboration with SFMTA and SFUSD
- Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

Evaluating Program Metrics:

SFMTA employs a variety of metrics to track program impact and progress towards goals. The Safe Routes to School Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within $\frac{1}{4}$ mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

Project Location

Citywide

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Community Outreach will occur continuously throughout the project timeline.

Project coordination will occur with SFUSD, Vision Zero initiatives, and SFMTA school-focused teams and programs such as the Schools Engineering Program, crossing guards, and the Muni Transit Ambassadors Program.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
One Bay Area Grant (OBAG) Cycle 3	\$7,082,400	\$0	\$0	\$7,082,400
SFMTA Operating	\$229,400	\$0	\$0	\$229,400
TBD (e.g. new revenue measure)	\$688,200	\$0	\$0	\$688,200
Phases In Current Request Total:	\$8,000,000	\$0	\$0	\$8,000,000

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$8,000,000	Calculated based on salaries and expected level of effort.
Operations	\$0	
Total:	\$8,000,000	

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

Safe Routes to School-San Francisco (SRTS-SF) Non-Infrastructure Project						
Budget Period: December 2022 - November 2026						
City Staff Positions	Annual FTE	Year 1	Year 2	Year 3	Year 4	Total Budget
SFMTA						
Planning Programs Manager (Mgr IV)	0.10	\$44,630	\$44,630	\$44,630	\$44,630	\$178,520
SRTS Program Lead (Transportation Planner III)	1.00	\$342,960	\$342,960	\$342,960	\$342,960	\$1,371,842
SRTS Program Support (Transportation Planner II)	0.50	\$146,625	\$146,625	\$146,625	\$146,625	\$586,499
SFUSD						
SRTS Education Lead	1.00	\$172,010	\$172,010	\$172,010	\$172,010	\$688,040
SFE						
Education Coordinator	0.50	\$43,775	\$43,775	\$43,775	\$43,775	\$175,100
TOTAL PERSONNEL COSTS						\$ 3,000,000
Consultants/Contractual Services						
Contractor and Subcontractor Services*		\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$4,520,000
Other Direct Costs**		\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
TOTAL CONSULTANT AND CONTRACTUAL SERVICES					\$	5,000,000
TOTAL BUDGET FOR 2022-26						\$ 8,000,000

*Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting.

**Other Direct Costs covers procurement of services and materials needed for program activities and promotion. This includes but is not limited to printing, translation, incentives, safety aids such as helmets and reflectors, and items needed to maintain and transport a fleet of bicycles for skill-building classes.

San Francisco County Transportation Authority

One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
---------------------------	--	-------------------------	--

		Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	11/30/2027
Phase:	Construction	Fundshare:	%

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
	\$0	\$1,770,600	\$1,770,600	\$1,770,600	\$1,770,600	\$7,082,400

Deliverables

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

San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Grant Recipient:	San Francisco Municipal Transportation Agency

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Crysta Highfield	Joel C Goldberg
Title:	Transportation Planner II	Grants Procurement Manager
Phone:	(415) 646-2454	(415) 646-2520
Email:	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com


One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)

Project Information	
Project Name:	San Francisco Safe Routes to School Non-Infrastructure Program
Project Sponsor:	SFMTA
Sponsor Single Point of Contact:	Crysta Highfield 415.646.2454 Crysta.Highfield@sfmta.com
Project Location:	San Francisco - citywide
Brief Project Description:	The San Francisco Safe Routes to School Non-Infrastructure program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.
Program Eligibility	
Federal Fund Eligibility <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible: <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.</i>
Eligible Project Type <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines): <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Growth Framework Implementation</p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies) <p>Complete Streets & Community Choice</p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC) <input type="checkbox"/> CBTP/PB Project Implementation </div> <div style="width: 48%;"> <p>Climate, Conservation, & Resilience</p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p>Multimodal Systems Operations & Performance</p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> Transit Transformation Action Plan Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination </div> </div>



Policy Alignment							
Federal Performance Goals <i>How does the project support federal performance measures?</i>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. <input type="checkbox"/> Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. <input type="checkbox"/> Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. <input type="checkbox"/> System Reliability: Improve the reliability of the Interstate system and NHS. <input type="checkbox"/> Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. <input type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s): The Safe Routes to School Program leads and supports volunteers in leading supervised group walks and bike rides, teaches bicycle and pedestrian skills, and encourages families to choose walking, bicycling, carpooling, and transit for trips to school.</p>						
Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p> <p>The project is consistent with PBA 2050, Chapter 4: Transportation, Strategies for Sustainable Connections to Opportunity, Goal #2. Create healthy and safe streets: On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.</p>						
Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i>	<p>Select the regional plans and policies with which the project is aligned:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy</td> <td><input type="checkbox"/> Transit Oriented Communities Policy</td> </tr> <tr> <td><input checked="" type="checkbox"/> MTC's Equity Platform</td> <td><input type="checkbox"/> Blue Ribbon Transit Transformation</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Active Transportation Plan</td> <td>Action Plan</td> </tr> </table> <p>Describe how the project aligns with the selected regional plans and/or policies: For Regional Safety/Vision Zero Policy, Safe Routes to Schools is specifically identified in MTC Resolution 4400 as an implementation strategy.</p> <p>For Equity Platform, the project is citywide and will include all of SF's Equity Priority Communities.</p> <p>For Regional Active Transportation Plan, the project will help create and maintain a safe environment for people walking, rolling and bike riding (i.e. what students do).</p>	<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy	<input checked="" type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation	<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan
<input checked="" type="checkbox"/> Regional Safety/Vision Zero Policy	<input type="checkbox"/> Transit Oriented Communities Policy						
<input checked="" type="checkbox"/> MTC's Equity Platform	<input type="checkbox"/> Blue Ribbon Transit Transformation						
<input checked="" type="checkbox"/> Regional Active Transportation Plan	Action Plan						
	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p>						



One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)

<p>Regional Growth Geographies Does the project support PBA 2050 Growth Geographies?</p>	<p>Priority Development Area (PDA)</p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary) All of San Francisco is within one mile or less of a PDA boundary per PBA 2050 Priority Development Areas - One-Mile Buffer PBA 2050 Priority Development Areas - One-Mile Buffer Metropolitan Transportation Commission (ca.gov). This project meets this goal.</p> <p><input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i></p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i></p> <p>Transit Rich Area (TRA)</p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) Approximately half of San Francisco is a Transit Rich Area. The SRTS non-infrastructure project is Citywide and covers the TRA. (A significant portion of the non-TRA areas are parks.</p> <p>Priority Production Area (PPA)</p> <p><input type="checkbox"/> Supports the preservation of a PPA (see Growth Geographies map) <i>Please describe</i></p>
<p>Equity Priority Communities Does the project invest in historically underserved communities?</p>	<p>Indicate how the project invests in historically underserved communities, including Plan Bay Area 2050 Equity Priority Communities (EPCs):</p> <p><input checked="" type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map)</p> <p><input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p>The SFMTA SRTS-Non-Infrastructure project is citywide and will include all of SF's Equity Priority Communities.</p>
<p>Local Housing Policies Is the project located in a jurisdiction with policies that support affordable housing?</p>	<p>Indicate if the project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage.</p> <p><input checked="" type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <ul style="list-style-type: none"> -Condominium Conversion Ordinance -Homeowner Repair or Rehabilitation -Home Sharing Programs -Just Cause Eviction -Locally-Funded Homebuyer Assistance -Rent Stabilization -SRO Preservation Ordinance -Tenant-Based Assistance <p><input checked="" type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p>

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



	<ul style="list-style-type: none"> -Acquisition/Rehabilitation/Conversion -Commercial Development Impact Fee -General Fund Allocation -One-to-One Replacement <p><input checked="" type="checkbox"/> <u>Produce</u> new housing at all income levels.</p> <ul style="list-style-type: none"> -By-Right Strategies -Commercial Development Impact Fee -Flexible Parking Requirements -Form-Based Codes -General Fund Allocation -Graduated Density Bonus -Housing Development Impact Fee -Implementation of SB743 -Inclusionary Housing Ordinance -In-Lieu Fees (Inclusionary Zoning) -Reduced Fees or Permit Waivers -Streamlined Permitting Process -Surplus Public Lands Act
Community Support	
Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p><i>Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program.</i></p> <p><i>- SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding the program.</i></p> <p><i>-SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School</i></p> <p><i>Comments received from participants in last year's programming include:</i></p> <p><i>"I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike & Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school" – Frank McCoppin Elementary School teacher</i></p> <p><i>"Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!" – Chinese Immersion School at DeAvila Elementary School Parent</i></p> <p><i>"When do we get to do this again?" - Presidio Middle School student</i></p> <p><i>Of elementary school teachers who reported their students' participation in Bike & Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation</i></p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan.</p>



One Bay Area Grant (OBAG 3) – County & Local Program

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	<p><i>San Francisco Safe Routes to School is consistent with the goals of MTC's Regional Active Transportation plan by offering training, education, and encouragement to students and parents on safe ways to travel by foot and bicycle. It is consistent with Plan Bay Area 2050's transportation goals by promoting and supporting walking, biking, transit use, and carpooling as modes for school trips.</i></p>
	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following:</p> <p><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></p>
<p align="center">Deliverability & Readiness</p>	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>The project is ongoing and, as a non-infrastructure investment, is not a "project" from an environmental vantage (CEQA/NEPA).</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p>This is a non-infrastructure project that does not directly touch on Caltrans rights of way.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p>The project is ongoing and will obligate the funds as soon funds are programmed in the TIP.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p>No known risks. Staffing is a post-pandemic issue for all agencies. Nonetheless, this program has experienced staff and management in place.</p>
<p align="center">Project Cost & Funding</p>	
<p>Grant Minimum</p>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa,</p>

One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



<i>Does the project meet the minimum grant size requirements?</i>	<p>and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
<p>Local Match</p> <i>Does the project meet local match requirements?</i>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Notes on local match, optional</i></p>


One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)

Project Cost & Funding
OBAG 3 Grant Request:

Total Grant Request	7,082,400
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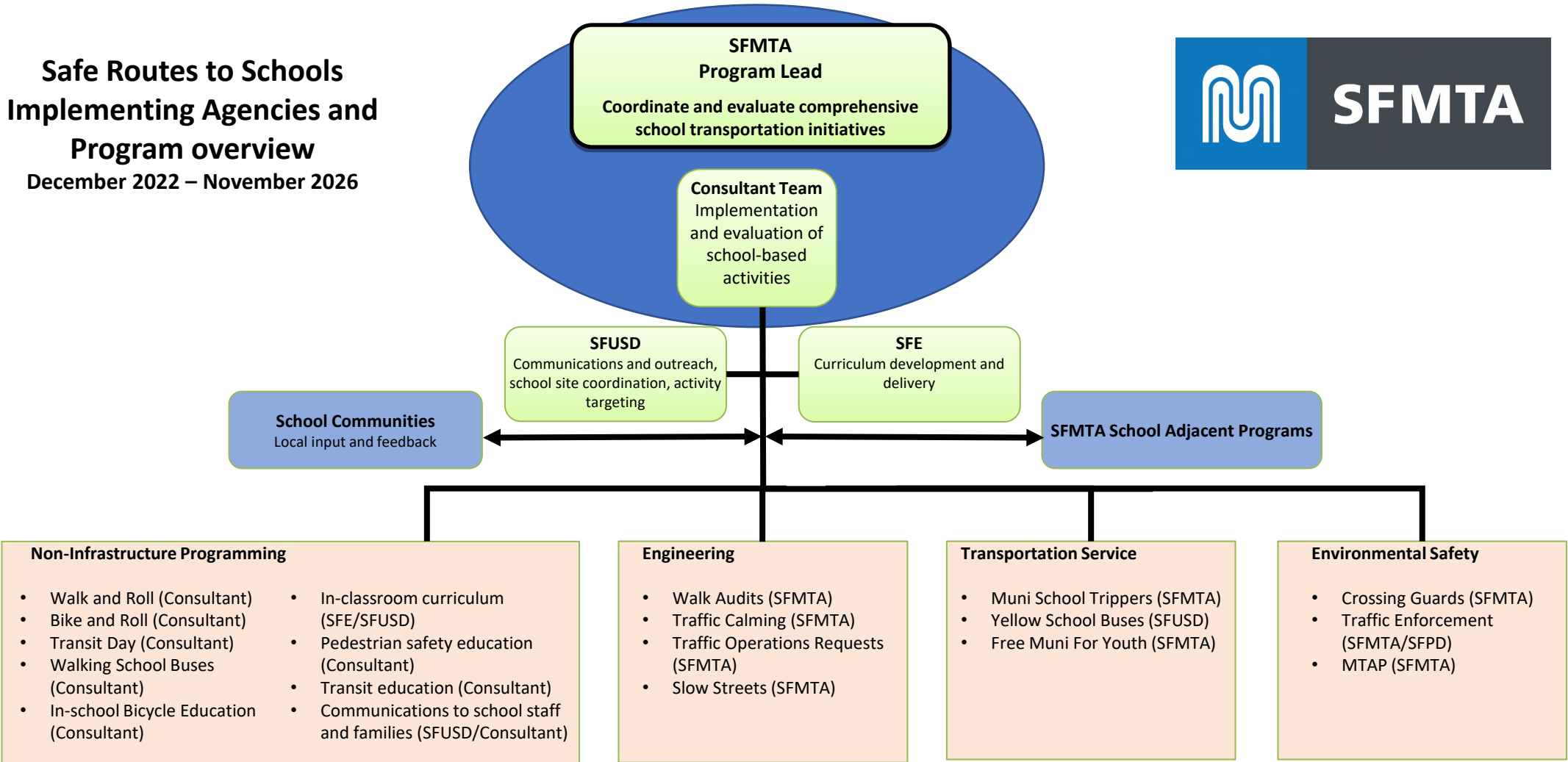
Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction [Non- infrastructure project]	\$8,000,000	\$917,600	<i>Each year the local match will be \$229,400. SFMTA Operating will provide for Year 1 and the local transportation sales tax will cover Years 2-4.</i>	\$7,082,400	\$0	Dec 2022 – Nov 2026
Total	\$8,000,000	\$ \$917,600		\$7,082,400	0	

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	15%
Bicycle/Pedestrian	85%
Other	%
Total	100%

**Safe Routes to Schools
Implementing Agencies and
Program overview**
December 2022 – November 2026



Legend:

Management Team

Input

Attachment 4
Proposed One Bay Area Grant Cycle 3 Funding Framework Distribution

Fiscal Year(s) of Programming	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 3 Funds Proposed
FY22/23- FY25/26	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning including ConnectSF and the San Francisco Transportation Plan and follow-on studies, as well as near- to medium-term planning and studies to support Priority Development Area and Equity Priority Community planning. Additional efforts may include planning for regional express bus service, waterfront planning, and equity studies, among other efforts outlined in our Annual Work Program.	Planning	Citywide	N/A	\$ 2,200,000
FY22/23- FY25/26	SFMTA	Safe Routes to School (SRTS) Non- Infrastructure Program	This request would fund the SRTS non-infrastructure program from November 2022 through November 2026, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program supports the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. OBAG 3 funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming. We are prioritizing SRTS non-infrastructure program for OBAG 3 funds given that it lacks an ongoing dedicated funding source and there are limited discretionary funding opportunities for this ongoing program. We are recommending programming to the SRTS Non-Infrastructure program at this time to avoid any gaps in funding available to support the program after the current grant ends in November 2022.	Construction	Citywide	\$ 8,000,000	\$ 7,082,400
FY22/23- FY25/26	TBD	Open Call for Projects	The Transportation Authority will release a call for projects in May 2022 inviting eligible project sponsors to apply for OBAG 3 funds. We will evaluate and score the projects based on the Screening and Prioritization Criteria (Attachment x) to be adopted by the Transportation Authority Board and will present a list of recommended projects to the Board for approval in September 2022 before submitting to the Metropolitan Transportation Commission for final project selection.	TBD	TBD	TBD	\$ 52,855,600
						Total	\$ 62,138,000

Project Nomination Target - 120%² \$ 62,138,000

Project Nomination Target - 100%² \$ 51,680,000

¹ Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

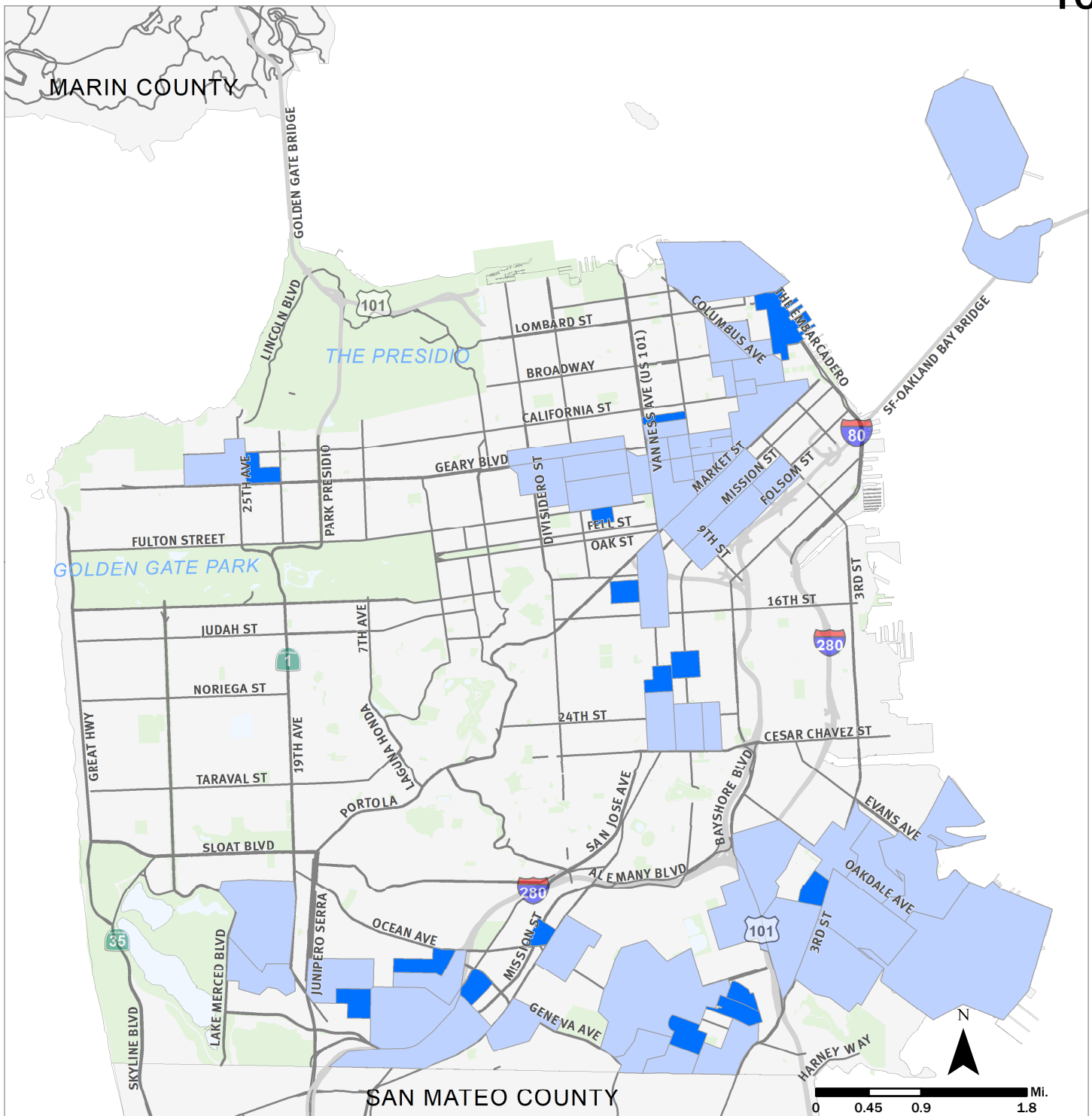
² MTC has established a target funding amount for each county based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 15.2%, or approximately \$51.7 million of the \$340 million available regionwide. However, to ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%) and San Francisco's targeted share of \$408 million is approximately \$62 million. MTC will award \$340 million to projects selected from the larger nomination pool.



Attachment 5. San Francisco One Bay Area Grant (OBAG) Cycle 3 Call for Projects Schedule*

May 10, 2022	Transportation Authority issues OBAG 3 Call for Projects (Preliminary Board approval of OBAG 3 County Framework anticipated May 10, 2022 and final approval anticipated May 24, 2022)
May 19, 2022 10:30 a.m.	Transportation Authority Technical Working Group Meeting Workshop for potential applicants
July 1, 2022 by 5 p.m.	Applications due to the Transportation Authority
August 18, 2022	Transportation Authority Technical Working Group Meeting Review draft OBAG 3 staff recommendations
September 7, 2022	Transportation Authority Community Advisory Committee - ACTION OBAG 3 Program of Projects
September 13, 2022	Transportation Authority Board - PRELIMINARY ACTION OBAG 3 Program of Projects
September 27, 2022	Transportation Authority Board - FINAL ACTION OBAG 3 Program of Projects
September 30, 2022	Transportation Authority submits OBAG 3 Program of Projects to Metropolitan Transportation Commission for consideration
January 2023	Metropolitan Transportation Commission programs OBAG 3 funds

*Transportation Authority Board and Community Advisory Committee meeting dates and materials are subject to change. Please visit <http://www.sfcta.org/meetings> for the most up to date information.



San Francisco Equity Priority Communities 2021

- MTC 2021 Equity Priority Communities[^]
- SFCTA 2021 supplemental Equity Priority Communities boundaries*
- Parks and Open Space



San Francisco
County Transportation
Authority

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

[^]Equity Priority Communities were formerly called Communities of Concern

Attachment 7.
One Bay Area Grant Cycles 1 and 2 Funded Projects

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 1 Completed			
SFPW	Chinatown Broadway Streetscape Improvement ^{1,3}	\$ 3,477,537	\$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School ^{3,4}	\$ 400,115	\$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	\$ 670,307	\$ 852,855
SFPW	Second Street Streetscape Improvement ⁴	\$ 10,567,997	\$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement ²	\$ 10,227,540	\$ 175,000,000
SFMTA	Lombard Street US-101 Corridor ¹	\$ 1,910,000	\$ 24,263,920
SFMTA	Mansell Corridor Improvement	\$ 1,762,239	\$ 6,807,348
SFMTA	Masonic Avenue Complete Streets ²	\$ -	\$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	\$ 6,000,000	\$ 11,480,440
Cycle 1 Total		\$ 35,015,735	\$ 264,312,638

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 2 Completed			
SFPW	John Yehall Chin Elementary Safe Routes to School ⁶	\$ -	\$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 6,939,000	\$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021	\$ 2,813,264	\$ 3,177,752
Cycle 2 Work Progressing			
SFPW	Better Market Street ^{5,6}	\$ 3,366,000	\$ 603,720,000
SFMTA	Central Subway ⁵	\$ 15,980,000	\$ 1,578,300,000
Caltrain	Peninsula Corridor Electrification Project	\$ 11,187,736	\$ 1,980,253,000
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	\$ 2,000,000	\$ 25,537,000
Cycle 2 Total		\$ 42,286,000	\$ 4,259,843,752
Grand Total		\$ 77,301,735	\$ 4,524,156,390

Attachment 7.
One Bay Area Grant Cycles 1 and 2 Funded Projects

*Project Sponsor acronyms include: San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

1 As part of OBAG 1, MTC assigned \$1.91 million in STIP Transportation Enhancement funds to SFPW's Chinatown Broadway IV streetscape project. However, the STIP funds were unavailable when needed so the funds were swapped with SFMTA local revenue bond funds. In October 2015, the Transportation Authority Board reprogrammed the funds to SFPW's Lombard Street US-101 Corridor Improvement via the 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW Resolution 16-19.

2 In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.

3 On December 15, 2015, the Transportation Authority Board approved SF Public Works' request to reprogram \$67,265 cost savings from the recently completed ER Taylor SR2S to Chinatown Broadway, which received a higher-than-anticipated bid to its original construction contract advertisement.

4 On June 28, 2016, the Transportation Authority Board approved SF Public Works' request to reprogram additional \$51,215 from the completed ER Taylor SR2S to Second Street to cover the cost of the pedestrian lighting, which was added to the scope per the community's request.

5 On November 27, 2018, the Transportation Authority Board approved a Prop K fund exchange with Better Market Street to help backfill the Central Subway RIP commitment. See Resolution 19-22 for more detail.

6 On July 23, 2019, the Transportation Authority Board approved a Prop K/OBAG fund exchange between Better Market Street and John Yehall Chin to assist with project delivery. See Resolution 20-02 for more detail.

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San Francisco
County Transportation
Authority



RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO WMH CORPORATION IN AN AMOUNT NOT TO EXCEED \$2,700,000 FOR THE DESIGN PHASE AND CALTRANS RIGHT-OF-WAY APPROVAL OF THE HILLCREST ROAD WIDENING PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Treasure Island/Yerba Buena Island Redevelopment Environmental Impact Report requires roadway improvements on Yerba Buena Island including Hillcrest Road; and

WHEREAS, The existing Hillcrest Road does not meet San Francisco Public Works' safety standards such as sidewalks and bike lanes; and

WHEREAS, In Spring 2020, the Treasure Island Development Authority (TIDA) was awarded a \$30,000,000 Infill Infrastructure Grant (IIG) by the State of California Department of Housing and Community Development for the widening of Hillcrest Road to improve safety and traffic circulation; and

WHEREAS, TIDA requested the Transportation Authority to lead and manage project development efforts for the Hillcrest Road Widening Project (Project); and

WHEREAS, The Transportation Authority is seeking consultant support to provide engineering and design services for the Project; and

WHEREAS, The scope of services will include project management, right of way engineering, and project engineering and design for plans, specifications, and estimates; and

WHEREAS, On December 23, 2020, the Transportation Authority issued a Request for Proposals for consultant services, and by the due date of January 28, 2021, received one proposal in response to the Request for Proposals; and

WHEREAS, A multi-agency selection panel comprised of staff from the Transportation Authority, TIDA, and the Bay Area Toll Authority evaluated the proposal based on qualifications and other criteria identified in the Request for Proposals and interviewed one firm on March 11, 2021; and

WHEREAS, The selection panel recommended award of the contract to WMH



Corporation; and

WHEREAS, The contract will be funded with IIG funds awarded to TIDA and passed-through to the Transportation Authority through a Memorandum of Agreement with TIDA; and

WHEREAS, The approved Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee considered the subject contract award and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract to WMH in an amount not to exceed \$2,700,000 for the design phase and Caltrans right-of-way approval of the Hillcrest Road Widening Project; and

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

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

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



Memorandum

AGENDA ITEM 10

DATE: April 27, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo -Chief Deputy

SUBJECT: 5/10/22 Board Meeting: Award a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project

RECOMMENDATION ☐ Information ☒ Action

- Award a two-year professional service contract to WMH Corporation in an amount not to exceed \$2,700,000 for the design phase and California Department of Transportation (Caltrans) right-of-way approval of the Hillcrest Road Widening Project (Project)
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

The Project will install a single direction 2-lane roadway with a dedicated bike path from the West Side Bridges Seismic Retrofit Project to the I-80 interchange at Southgate Road. The Treasure Island Development Authority (TIDA) has requested that the Transportation Authority lead and manage project development efforts for the Hillcrest Project given our prior significant management experience on Yerba Buena Island (YBI). TIDA was awarded a \$30,000,000 Infill Infrastructure Grant for the Project in Spring 2020. TIDA and the State of California Department of Housing and Community Development after significant delay have recently executed the required grant agreement to allow for project development efforts to proceed. We issued a Request for Proposal (RFP) on December 23, 2020 seeking consultant support to provide preliminary engineering and design services for the Project. We received one proposal by the due date of January 28, 2021. Following evaluation of proposal and interview, the selection panel, comprised of staff from TIDA, Bay Area Toll Authority (BATA) and Transportation Authority, recommends award of the contract to WMH Corporation (WMH).

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



BACKGROUND

The redevelopment of Treasure Island (TI) and YBI will transform the islands into a new San Francisco neighborhood with new businesses, homes, retail, parks, and transportation modes. At full buildout, the redevelopment will create 8,000 new housing units and anticipates up to 25,000 new residents, workers and thousands of visitors each year. To improve traffic circulation around the islands, the roads are being upgraded to meet anticipated increasing demands. Hillcrest Road on YBI connects Treasure Island Road to both Southgate Road and the eastbound I-80 on-ramp to the Bay Bridge. It plays a vital connection role across YBI and between the two spans of the Bay Bridge. Hillcrest Road does not meet current City and County of San Francisco Public Works (SFPW) standards.

TIDA requested that the Transportation Authority lead the effort to prepare and obtain approval for all required technical documentation and permits for the Hillcrest Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. These documents include preliminary engineering, environmental documents, and plans, specifications, and estimates (PS&E).

The TI/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road and provide two travel lanes and a Class II bicycle lane. This is consistent with the TI/YBI Redevelopment EIR. The widened Hillcrest Road will also be converted to one-way traffic flow which was evaluated and approved by Caltrans and the Transportation Authority as part of a National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) re-validation prepared for the YBI Southgate Road Realignment Project in 2019.

The execution of a standard agreement between TIDA and the State was delayed due to lengthened State legal procedures. In December 2021, TIDA and the State executed the standard agreement which allows work to start on the Hillcrest Project. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), SFPW and the United States Coast Guard.

DISCUSSION

The Hillcrest Project will install a single direction 2-lane roadway with a dedicated bike path from the West Side Bridges Seismic Retrofit Project to the I-80 interchange at Southgate Road (see Attachment 1). The planned roadway width will vary from 36-feet to 40-feet wide for the segment between the West Side Bridges Seismic Retrofit Project and the I-80 Tunnel Portal (Portal), and continue as a 40-foot wide facility from the Portal to the Forest Road Intersection. The design phase is anticipated to take two years to complete. The preliminary construction estimate for the project is \$27 million which includes construction capital costs, construction management and inspection services. Subject to securing funding for the construction phase, construction could begin in Summer 2025.



The Hillcrest Project will to the extent possible make provisions for the future YBI Multi-use Pathway Project planned from the San Francisco Oakland Bay Bridge (SFOBB) eastern span to the newly constructed TI ferry terminal as well as the connection to the BATA planned SFOBB western span bike path known as the West Span Path.

Procurement Process. We issued an RFP for design service for the Hillcrest Project on December 23, 2020. We hosted a virtual pre-proposal conference on January 5, 2021, which provided opportunities for small businesses and larger firms to meet and form partnerships. 31 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of January 28, 2021, we received one proposal in response to the RFP. A selection panel comprised of Transportation Authority, TIDA, and BATA staff evaluated the proposal based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held an interview with the proposed team on March 11, 2021. The panel recommends that the Board award the contract to WMH Corporation, as the team demonstrated clear understanding of project objectives and challenges, specifically, around YBI transportation improvements, Bay Bridge bike/ped connections and the planned YBI multi-use path.

We established a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal of 15% for this contract. WMH's proposal exceeded the contract goal. The WMH team includes a combined 92% DBE/SBE participation from multiple firms, including WMH Corporation (SBE), Associated Right of Way Services (SBE), Haygood & Associates (DBE), MGE Engineering (DBE), Towill (SBE), and Y&C Transportation Consultants, Inc. (DBE). WMH Corporation's headquarters office is located in San Jose, California.

FINANCIAL IMPACT

The contract amount will be funded with Infill Infrastructure Grant funds awarded to TIDA by the State. The Transportation Authority has a Memorandum of Agreement with TIDA for the reimbursement of consultant design services. The approved Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

CAC POSITION

The Community Advisory Committee considered this item at its April 27, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Map
- Attachment 2 - Scope of Services

YBI Construction Projects

Attachment 117

**Forest Road
Detour (TICD)**
(2022 - 2025)

**Macalla Road
Reconstruction
(TICD)**
(2019 - 2021)

YBI WB Ramps
Opened October 2016

YBI Vista Point
Opened May 2017

**I-80 EB Off-
Ramp/Southgate
Road Realignment
(SFCTA)**
(2020 - 2022)

**West Side Bridges Project
(SFCTA)**
(2022 - 2025)

**Hillcrest Road Widening
Project**
(2025 - 2028)



**San Francisco
County Transportation
Authority**



Attachment 2 Scope of Services

Contractor shall prepare plans, specifications, and estimates for the Hillcrest Road Widening Project (Hillcrest Project). It is estimated that a contract will be awarded for a two-year term.

Specific tasks include: 1) Project Management, 2) Right of Way Engineering, and 3) Project Engineering and Design. The tasks are detailed below.

Task 1 - Project Management

This task provides for management of civil engineering design efforts, interagency coordination meetings, and regular progress updates. Contractor will perform the following project management tasks and activities:

- Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and Caltrans standards and policies.
- Coordinate all design staff and any subconsultants to assure the free and timely flow of information for each task activity.
- Assure that all documents requiring City oversight review are prepared in accordance with City standards, guidelines, and procedures.
- Assure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- Prepare a detailed Critical Path Method (CPM) schedule to meet milestone deliverables and required board cycle approvals.
- Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.

Task 2 - Right of Way Engineering

This task consists of all right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit and United States Coast Guard (USCG) easements if necessary.

Deliverables:



- All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City, USCG, and Caltrans standards.
- Caltrans Encroachment Permit
- Right-of-Way Easement
- Coordination with USCG and Treasure Island Development Authority (TIDA)

Task 3 - Project Engineering and Design

Final design shall consist generally of the preparation of PS&E in accordance with current City and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the Project. In addition, the selected consultant shall be responsible for the preparation, submittal, and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed:

3.1 PS&E (35% Submittal)

Deliverables:

- Geometric Approval Drawings including design exceptions if necessary
- 35% Plans including typical cross sections
- Structures Type Selection Report
- QA/QC documentation

3.2 PS&E (65% Submittal)

Deliverables:

- 65% Plans
- Geotechnical Materials Report
- Foundation Report
- Hydraulics Report
- All necessary City permits
- Draft Agreements and Permits (Caltrans and utility providers, etc.)
- Draft Storm Water Pollution Prevention Plan (SWPPP)
- Draft Construction Cost Estimate



- Electronic copy of plans, design, reports, draft permits, and draft agreements
- Traffic Management Plan
- Constructability Review

3.3 PS&E (95% Submittal)

Deliverables:

- 95% Plans
- Draft Final SWPPP
- Construction Cost Estimate
- Constructability Review
- Draft Agreements and Permits (City, Caltrans, and utility providers, etc.)
- Electronic copy of plans, design, reports, draft permits, and draft agreements
- QA/QC documentation

Project schedule: The Transportation Authority desires to adhere to the milestone schedule shown below for the consultant contract. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.

- Contract Award - May 2022
- 35% PS&E and all Task 3.1 deliverables - March 2023
- 65% PS&E and all Task 3.2 deliverables - September 2023
- 95% PS&E and all Task 3.3 deliverables - May 2024

Preparation of the design engineering, City and County of San Francisco permits and approvals, CCSF easement, and Caltrans encroachment permit shall commence immediately following receipt of an executed contract from the Transportation Authority. Contractor shall be responsible for all work necessary to obtain all City and County of San Francisco permits and approvals, Caltrans encroachment permit, CCSF right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.



RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO MARK THOMAS AND COMPANY, INC. IN AN AMOUNT NOT TO EXCEED \$1,850,000 FOR THE DESIGN PHASE AND CALTRANS RIGHT-OF-WAY APPROVAL OF THE I-280 SOUTHBOUND OCEAN AVENUE OFF-RAMP PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Balboa Park Station Area, located in the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity; and

WHEREAS, The Balboa Park Area Circulation Study (2014) focused on reconfigurations of the I-280 Ocean Avenue and Geneva Avenue off-ramps to improve pedestrian and bicyclists' safety, traffic circulation, and station access; and

WHEREAS, The existing southbound I-280 off-ramp at Ocean Avenue is a high-speed, single-lane, uncontrolled merge onto westbound Ocean Avenue, which creates a pedestrian safe crossing challenge as well as automobile conflicts with bicycles and buses; and

WHEREAS, The Transportation Authority collaborated with the California Department of Transportation (Caltrans) to complete the Project Study Report - Project Report and received Caltrans' project approval in January 2021; and

WHEREAS, The project received a California Environmental Quality Act Categorical Exclusion determination in July 2020; and

WHEREAS, The Transportation Authority is seeking consultant support to provide design and engineering services and Caltrans right-of-way approval for the I-280 Southbound Ocean Avenue Off-Ramp Project; and

WHEREAS, The scope of services will include project management, right of way engineering, and project engineering and design for plans, specifications, and estimates; and

WHEREAS, On January 4, 2022, the Transportation Authority issued a Request for Proposals for consultant services, and by the due date of February 11, 2022, received two proposals in response to the Request for Proposals; and

WHEREAS, A selection panel comprised of staff from the Transportation Authority and



Caltrans evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and interviewed two firms on February 28, 2022; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranking firm: Mark Thomas and Company, Inc.; and

WHEREAS, The contract will be funded with State Local Partnership Program grant funds programmed by the Transportation Authority and administered by Caltrans and a Prop K sales tax appropriation; and

WHEREAS, The approved Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject contract award and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract to Mark Thomas and Company, Inc. in an amount not to exceed \$1,850,000 for the design phase and Caltrans right-of-way approval of the I-280 Southbound Ocean Avenue Off-Ramp Project; and

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

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

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



Memorandum

AGENDA ITEM 11

DATE: April 28, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy

SUBJECT: 5/10/22 Board Meeting: Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project

RECOMMENDATION

☐ Information ☒ Action

- Award a two-year professional service contract to Mark Thomas & Company, Inc. in an amount not to exceed \$1,850,000 for the design phase and California Department of Transportation (Caltrans) right-of-way approval for the I-280 southbound Ocean Avenue Off-Ramp Project
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

We are seeking consultant services to provide design and engineering services and Caltrans right-of-way approval for the I-280 southbound Ocean Avenue Off-Ramp Project (Project). The goal of this project is to realign the I-280 southbound Ocean Avenue off-ramp into a T-intersection with signal control to enhance bicycle and pedestrian safety. We issued a Request for Proposals (RFP) on January 4, 2022. By the proposal due date of February 11, 2022, we received two proposals. Following interviews with both firms, the selection panel, with participation from Caltrans and Transportation Authority staff, recommended Mark Thomas & Company, Inc. (Mark Thomas) to provide the requested services.

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

BACKGROUND

The Balboa Park Station Area, located in the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity. Home to the busiest Bay Area Rapid Transit (BART) station outside of Downtown San Francisco, a San Francisco Municipal Transportation Agency (SFMTA) Muni light rail terminal and maintenance facility, multiple bus lines along



Geneva and Ocean Avenues, and a historic streetcar depot. This area is one of the most important and heavily used transit hubs in the region. Meanwhile, Interstate 280 (I-280) traverses the neighborhood, with six freeway ramps tying into the local street network directly adjacent to the BART Station. While this interchange provides vehicular access to regional transit and other neighborhood destinations, it also contributes to congestion, safety, and access issues, and degrades the quality of the surrounding area.

In 2014 we conducted the Balboa Park Area Circulation Study, which analyzed reconfiguration of the I-280 southbound Ocean Avenue off-ramp to improve pedestrian and bicyclists' safety, traffic circulation, and station access. The existing southbound I-280 off-ramp at Ocean Avenue is a high-speed, single-lane, uncontrolled merge onto westbound Ocean Avenue. This configuration presents a major pedestrian crossing challenge as well as automobile conflicts with bicycles and buses. The selected recommendation from the Balboa Park Area Circulation Study was to realign the I-280 southbound Ocean Avenue off-ramp into a T-intersection with signal control to enhance bicycle and pedestrian safety.

We collaborated with Caltrans to complete the Project Study Report – Project Report and received Caltrans' project approval in January 2021. The project received California Environmental Quality Act Categorical Exemption approval in July 2020 and is anticipated to receive National Environmental Policy Act Categorical Exclusion approval by Caltrans during final design.

The Project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as City College, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue. Ocean Avenue is the primary east-west bicycle route in the area, with a mix of Class II bicycle lanes and Class III bicycle routes in each direction. This segment of Ocean Avenue has also been identified as part of the Vision Zero High Injury Network and is specifically a high-injury corridor for cyclists. The Vision Zero Action Strategy calls for redesign of corridors and intersections, with treatments to increase safety and reduce fatal crashes by improving visibility, calming traffic speeds, and encouraging road user compliance.

DISCUSSION

The project development process for the Project will consist of design engineering, City and County of San Francisco permitting, Caltrans encroachment permit, Right-of-Way easement, final project design, and preparation of Plans, Specifications/Special Provisions and Estimates. This scope of work covers all work tasks (see Attachment 1 for detailed scope).

Procurement Process. We issued an RFP for design and engineering services and Caltrans right-of-way approval for the Project on January 4, 2022. We hosted a virtual pre-proposal conference on January 12, which provided opportunities for small businesses and larger firms to meet and form partnerships. 34 firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We



also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of February 11, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority and Caltrans staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with the two proposed teams on February 28. Based on the competitive process defined in the RFP and interviews, the panel recommends that the Board award the contract to Mark Thomas. The Mark Thomas team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around working with multiple stakeholders; and addressing retaining wall, geotechnical, and Muni track challenges.

We established a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal of 15% for this contract. Mark Thomas' proposal exceeded the contract goal. The Mark Thomas team includes a combined 19% DBE/SBE participation from multiple subconsultants, including Parikh Consultants Inc. (DBE) and Parisi Transportation Consulting (SBE). Mark Thomas' headquarters office is located in San Jose, California.

The design phase is anticipated to take two years to complete. The preliminary construction estimate for the project is \$21.9 million which includes construction costs and construction management services. Subject to securing funding for the construction phase, construction could begin in Spring 2025.

FINANCIAL IMPACT

The contract amount will be funded with state Local Partnership Program (LPP) grant funds, programmed by the Transportation Authority and administered by Caltrans, and a Prop K appropriation, approved in June 2021 through Resolution 21-55. The California Transportation Commission approved LPP funding for this project on August 18, 2021. This contract is contingent upon execution of a funding agreement with Caltrans for state LPP funding. The adopted Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

CAC POSITION

The Community Advisory Committee considered this item at its April 27, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services



ATTACHMENT 1

CONSULTANT SCOPE OF SERVICES

Professional consultant services will provide the necessary engineering services to produce all necessary documents required to produce Plans, Specifications/Special Provisions and Estimates (PS&E). Contractor shall be responsible for all work necessary to complete PS&E, and shall comply with applicable local, State, and Federal standards and requirements.

Specific tasks include: 1) project management elements, 2) Right-of-Way engineering, and 3) PS&E through Final Design to enable bidding of the project for construction.

TASK 1 - PROJECT MANAGEMENT

1.1 General Project Management - Contractor will perform the following project management tasks and activities:

- a) Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and Caltrans standards and policies.
- b) Coordinate all design staff and any subconsultants to assure the free and timely flow of information for each task activity.
- c) Assure compliance with codes and standards, as acceptable to SFPW, SFMTA, SFPUC, and Caltrans, and as approved by the Transportation Authority. An example would be the use of City and County San Francisco standards for arterials, local roads, utilities, retaining walls, and signage in City right-of-way; and Caltrans' standards in Caltrans' right-of-way.
- d) Assure that all documents requiring City and County of San Francisco (SFPW, SFMTA, and SFPUC) oversight review are prepared in accordance with City and County of San Francisco standards, guidelines, and procedures.
- e) Assure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- f) Prepare a detailed Critical Path Method (CPM) schedule within two weeks after contract execution and submit an updated electronic file schedule on a monthly basis to Transportation Authority staff.
- g) Prepare agendas and minutes for project team meetings.
- h) Prepare and submit correspondences and memorandums.

1.2 Project Administration - Contractor will perform the following project administrative duties:



- a) Prepare and submit monthly progress reports in the format directed by the Transportation Authority that will identify work performed on each task the preceding month. Percent complete compared to percentages billed for each task will be shown. Narratives will also compare progress in meeting the CPM schedule and will contain proposals for addressing any schedule issues.
- b) Prepare a monthly summary of total charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for the Transportation Authority consideration before an item becomes a funding issue.
- c) Provide monthly reporting indicating the amount of DBE and SBE firm participation based upon current billing and total billed to date.
- d) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all consultant direct expenses and subconsultant charges will be attached.

1.3 Quality Assurance/Quality Control (QA/QC) - Contractor will establish and implement a QA/QC procedure for activities undertaken by staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". The QA/QC process for this project will consist of the following minimum reviews:

- a) Discipline Review - Each responsible discipline leader will perform technical checking.
- b) Peer Review/Coordination Checking - Coordination and independent checking activities will be performed by a separate group of engineers who have the capability to identify and evaluate coordination problems and to initiate, recommend, or provide solutions.
- c) Constructability Review - A constructability review will be performed at major milestones.

1.4 Agency Coordination - Contractor will coordinate with agencies and companies as required for project development. Coordination effort will include the following organizations:

- a) SFMTA
- b) SFPW
- c) SFPUC
- d) Caltrans



- e) Affected utility and telecommunication companies
- f) Regulatory agencies
- g) City College of San Francisco (CCSF)
- h) Other stakeholders as necessary

1.5 Progress Meetings and Reporting – Contractor will attend, and conduct as necessary, the following meetings:

- a) Project Kick-Off meeting with Transportation Authority, SFPW, SFMTA, SFPUC, and Caltrans to identify the issues to be resolved, and to review the project scope of work.
- b) Technical workshop meetings with Transportation Authority, SFPW, SFMTA, SFPUC, Caltrans, utility companies, and other agencies to resolve identified issues.
- c) Regular monthly Project Development Team (PDT) Meetings. The selected consultant will conduct each of these meetings. The Transportation Authority will determine the location for the meetings. Required activities include the following:
 - i. Preparation and distribution of the agenda for the PDT meetings.
 - ii. Preparation and submittal of Status of Submittals Register.
 - iii. Preparation and distribution of meeting minutes, with action items clearly indicated, within five (5) days after each PDT Meeting.
- d) Public meeting(s) and hearing(s) to present preliminary alternatives and obtain public input in coordination with the Transportation Authority, SFPW, SFMTA, and SFPUC.

TASK 2 - RIGHT OF WAY ENGINEERING

Task 2 consist of all right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit, utility relocation, and CCSF easements if necessary.

Deliverables:

- *All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City and County of San Francisco, and Caltrans standards*
- *Caltrans Encroachment Permit*
- *Right-of-Way Easement from CCSF for retaining wall and tie-backs*
- *Utility relocation right-of-way may include relocating an underground electric vault, water lines, gas lines, sewer, storm drain, overhead contact system, streetlights, and fiber optic lines as necessary*
- *CCSF bicycle/pedestrian entrance next to project and related right-of-way easement (Optional)*



TASK 3 - PROJECT ENGINEERING AND DESIGN

The project development process for the Project will consist of design engineering, the appropriate technical studies and reports as needed, final design and preparation of PS&E. The Transportation Authority maintains the right to amend the contract of the selected consultant to continue with each task or subtasks. Final design shall consist generally of the preparation of plans, specifications and estimates in accordance with current City and County of San Francisco and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the project. In addition, the selected consultant shall be responsible for the preparation, submittal and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

3.1 PS&E (35% Submittal)

Deliverables:

- *Geometric Approval Drawings including design exceptions if necessary*
- *35% Plans including typical cross sections*
- *Retaining Wall Structures Type Selection Report*
- *Survey and Base Map*
- *QA/QC documentation*

3.2 PS&E (65% Submittal)

Deliverables:

- *65% Plans (including roadway, retaining wall, and utility relocation)*
- *Geotechnical Borings and Report*
- *Foundation Report*
- *Hydraulics Report*
- *All necessary City and County of San Francisco permits*
- *Draft Agreements and Permits (Caltrans and utility providers, etc.)*
- *Draft Storm Water Pollution Prevention Plan (SWPPP)*
- *Draft Construction Cost Estimate*
- *Electronic copy of plans, design, reports, draft permits and draft agreements*
- *Traffic Management Plan (TMP)*
- *Constructability Review*
- *QA/QC documentation*

3.3 PS&E (95% Submittal)



Deliverables:

- 95% Plans
- Draft Final SWPPP
- Construction Cost Estimate
- Constructability Review
- Draft Agreements and Permits (City and County of San Francisco, Caltrans, and utility providers, etc.)
- Electronic copy of plans, design, reports, draft permits and draft agreements
- QA/QC documentation

3.4 PS&E (100% Submittal)

Deliverables:

- 100% Plans including all final Construction Details and Erosion Control Plans
- Final SWPPP
- Fully Edited Draft Final Special Provisions in Caltrans format if necessary
- Draft Final Construction Cost Estimate
- Bid-ability Review
- Final Agreements and Permits
- Electronic copy of plans, design, reports, draft permits and draft agreements
- QA/QC documentation
- Visual renderings

3.5 Final PS&E

Deliverables:

- Final Contract Plans
- Final Reports, modified as necessary
- Final Agreements and Permits
- Final Special Provisions if necessary
- Final Construction Cost Estimate
- Resident Engineer's Files and Survey Files
- Permits (including all Caltrans, SFPW, SFMTA, and SFPUC permits), Agreements, Mitigation Reports
- Project Files
- Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions
- QA/QC documentation

Project schedule: The Transportation Authority desires to adhere to the milestone schedule shown below for the consultant contract. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.



- Contract Award - May 2022
- 35% PS&E and all Task 3.1 deliverables - December 2022
- 65% PS&E and all Task 3.2 deliverables - April 2023
- 95% PS&E and all Task 3.3 deliverables - September 2023
- City and County of San Francisco Permits and Agreements, Caltrans Encroachment Permit and CCSF Right-of-Way Easement - December 2023
- 100% PS&E and all Task 3.4 deliverables - January 2024
- Final PS&E and all Task 3.5 deliverables - March 2024

Preparation of the design engineering, City and County of San Francisco permits and approvals, CCSF easement, and Caltrans encroachment permit shall commence immediately following receipt of an executed contract from the Transportation Authority. Contractor shall be responsible for all work necessary to obtain all City and County of San Francisco permits and approvals, Caltrans encroachment permit, CCSF right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.

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San Francisco
County Transportation
Authority



RESOLUTION AWARDING CONSULTANT CONTRACTS FOR A THREE-YEAR PERIOD, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS TO ACCESS PLANNING LTD.; ALTA PLANNING + DESIGN, INC.; ARUP NORTH AMERICA LTD.; BRIERLEY ASSOCIATES; COLE MANAGEMENT & ENGINEERING, INC.; DABRI INC.; GALL ZEIDLER CONSULTANTS, LLC; HNTB CORPORATION; MARK THOMAS & COMPANY; MCMILLEN JACOBS ASSOCIATES; MOTT MACDONALD GROUP, INC.; PARISI TRANSPORTATION CONSULTING; PARSONS TRANSPORTATION GROUP; PGH WONG ENGINEERING, INC.; TY LIN INTERNATIONAL; WMH CORPORATION; AND WSP USA, INC., FOR A COMBINED AMOUNT NOT TO EXCEED \$8,000,000 FOR ON-CALL PROJECT MANAGEMENT AND ENGINEERING SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority has responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as the Downtown Rail Extension, Caltrain Modernization, and many transit, bike, pedestrian, and streetscape projects led by the San Francisco Municipal Transportation Agency and others; and

WHEREAS, The Transportation Authority also has development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Interchange Improvement project, I-280 Interchange Modifications at Balboa Park, and planning and project development of freeway corridor management studies; and

WHEREAS, On-call project management and general engineering services are intended to augment and complement the Transportation Authority's internal resources by providing specialized expertise, serving as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit; and

WHEREAS, The establishment of contracts with multiple consultant teams will enable



the Transportation Authority to enlist the services of a broad range of project management and delivery support for major capital projects on an on-call, task order basis; and

WHEREAS, On February 17, 2022, the Transportation Authority issued a Request for Qualifications (RFQ) for on-call project management and engineering services, with expertise in project management and project controls; project oversight and monitoring; project development and delivery support services; and engineering and technical services, to support the Transportation Authority's work program over the next three years; and

WHEREAS, The Transportation Authority received 26 Statements of Qualifications in response to the RFQ by the due date of March 21, 2022; and

WHEREAS, A review panel comprised of staff from Caltrans and the Transportation Authority evaluated the proposals based on the qualifications and other criteria outlined in the RFQ; and interviewed five firms between April 5 and April 14, 2022; and

WHEREAS, Interviews for the other twelve qualified firms were not conducted nor deemed necessary due to the quality of the Statements of Qualifications, prior working experience with the Transportation Authority, and the familiarity of staff with previous work performed by these firms; and

WHEREAS, Based on the results of this competitive selection process, the panel recommended award of consultant contracts to the seventeen highest-ranked firms of Access Planning Ltd.; Alta Planning + Design, Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc., Parisi Transportation Consulting; Parson Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.; and

WHEREAS, The scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year 2021/22 budget amendment and preliminary Fiscal Year 2022/23 work program and budget through relevant projects and studies, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, The consulting services will be funded from a combination of federal, state



and/or regional grants from Caltrans and Metropolitan Transportation Commission, local contributions from City and County of San Francisco, and Prop K funds; and

WHEREAS, At its April 27, 2022, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards three-year consultant contracts, with an option to extend for two additional one-year periods, to Access Planning Ltd.; Alta Planning + Design, Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc., Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc. for a combined total not to exceed \$8,000,000, for on-call project management and engineering services; and be it further

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

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

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

Attachment:

1. Shortlisted Respondents per Areas of Expertise

Attachment 1
Shortlisted Respondents
On-Call Project Management and Engineering Services

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
1	Access Planning Ltd.	X	X	X	X	Azad Engineering PC (DBE) * CPCS Transcom, Inc. InfraStrategies, LLC Jacobs Engineering Group, Inc. Leothacue Enterprises, Inc. (DBE) * LK Planning, LLC (DBE) * Rico Engineering & Construction SHA Analytics, LLC (DBE) * Sperry Capital Inc. Transportation Analytics (DBE) * Vicus, LLC (DBE) *
2	Alta Planning + Design, Inc.	X	X	X	X	CHS Consulting Group (DBE/SBE/LBE) Impact Sciences, Inc. (DBE/SBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Sandis Civil Engineers Surveyors Planners T.Y. Lin International
3	Arup North America Ltd.	X	X	X	X	Azad Engineering PC (DBE) * BAE Urban Economics, Inc. (DBE/SBE) * Chaudhary & Associates, Inc. (DBE/SBE) IDS California (DBE) * Keish Environmental (DBE) * Laura Blake Architect (DBE/LBE) * Monument ROW, Inc. (DBE) * MSA Design & Consulting, Inc. (SBE/LBE) Pendergast Consulting Group, Inc (SBE) Peyser Associates, LLC SHA Analytics, LLC (DBE) * Terry Hayes & Associates, Inc. (DBE) T J K M (DBE) *
4	Brierley Associates		X	X	X	Divis Consulting, Inc. (LBE) * Dr. Mole, Inc. Monument ROW, Inc. (DBE/SBE) *

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
5	Cole Management & Engineering, Inc.	X	X	X	X	Acumen Building Enterprises, Inc. (DBE/SBE/LBE) Advance Project Delivery, Inc. Associated Right-of-Way Services, Inc. (SBE) Fremier Enterprises, Inc. KL Bartlett Consulting (DBE/SBE) Lohman Project Consulting (SBE) OrgMetrics, LLC (SBE) Parisi Transportation Consulting (SBE) PDM Group, Inc. Pendergast Consulting Group, Inc. (SBE) Rattray Program Management, LLC (SBE) * Tricertus, LLC (DBE/SBE) * WMH Corporation (SBE) Zurinaga Associates (DBE/SBE/LBE)
6	Dabri, Inc. (DBE/SBE/LBE) *	X	X	X	X	Advanced Mobility Group (SBE) * BioMaAS, Inc. (DBE/SBE/LBE) * Community Design + Architecture (SBE) * COWI North America, Inc. Del Recharadson & Associates, Inc. (DBE/SBE) * Gannett Fleming, Inc. Jacobs Engineering Group, Inc. Maffei Structural Engineering (SBE/LBE) * Merrill Morris Partners (DBE/SBE) Monument ROW, Inc. (DBE/SBE) * Ninyo & Moore Geotechnical & Environmental Sciences Consultants Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
7	Gall Zeidler Consultants, LLC	X	X	X	X	C2PM (DBE/SBE) * WMH Corporation (SBE)
8	HNTB Corporation	X	X	X	X	Bess Testlab, Inc. (DBE/SBE) * Bluebird Advisors, LLC (DBE) * Haygood & Associates Landscape Architects (DBE/SBE/LBE) Intueor Consulting, Inc. (DBE/SBE) KL Bartlett Consulting (DBE/SBE) KPFF, Inc. Monument ROW, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Procura 360 Group, LLC (DBE/SBE) * TransSIGHT LLC (DBE/SBE)

Abbreviations:

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* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
9	Mark Thomas & Company	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) CHS Consulting Inc. (SBE/LBE) Environmental Science Associates Geocad, Inc. (DBE/SBE) * HydroConsult Engineers, Inc. (DBE/LBE) * Kittelson & Associates, Inc. Merill Morris Partners (DBE/SBE/LBE) Monument ROW Inc. (DBE) * OPAC Consulting Engineers, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Parisi Transportation Consulting (SBE) Procura 360 Group LLC (DBE/SBE) * ROMA Collaboration (DBE/SBE/LBE) * Urban Design Consulting Engineers Y&C Transportation Consultants, Inc. (DBE/SBE)
10	McMillen Jacobs Associates	X	X	X	X	CHS Consulting, Inc. (DBE/SBE) Freyer & Laureta, Inc. (SBE/LBE) * ICF Jones & Stokes, Inc. MSA Design & Consulting Inc. (SBE/LBE) Slate Geotechnical Consultants, Inc. (SBE) * VIA Architects Inc. (Perkins Eastman Architects)
11	Mott MacDonald Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) AZAD Engineering PC (DBE/SBE/LBE) * Biggs Cardosa Associates, Inc. Chaudhary & Associates, Inc. (DBE/SBE) Circlepoint (SBE) Dabri, Inc. (DBE/SBE) * Ernst & Young Infrastructure Advisors, LLC Parisi Transportation Consulting (SBE) ROMA Collaboration (DBE/SBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) Strategic Value Solutions, Inc.
12	Parisi Transportation Consulting (SBE)	X	X	X	X	Civic Edge Consulting, LLC (DBE/SBE/LBE) M Lee Corporation (DBE/SBE/LBE) Ronny Kraft Consulting (DBE/LBE) *

Abbreviations:

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* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
13	Parsons Transportation Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) Earth Mechanics, Inc. (DBE/SBE) FMG Architects (DBE/SBE/LBE) GPA Consulting (DBE/SBE) * Guida Surveying, Inc. (SBE) * JMA Civil, Inc. Jacobs Engineering Group Inc. Kal Krishnan Consulting Services, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Saylor Consulting Group (DBE/SBE/LBE) *
14	PGH Wong Engineering, Inc.	X	X	X	X	CHS Consulting, Inc. (SBE/LBE) Cornerstone Transportation Consulting, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Robin Chiang & Company (DBE/LBE) * Saylor Consulting Group (DBE/SBE/LBE) * Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
15	TY Lin International	X	X	X	X	Aliquot Associates, Inc. (DBE) * Alta Planning + Design, Inc. CHS Consulting, Inc. (DBE/SBE/LBE) Cole Management & Engineering, Inc. Colmena Engineering E-Squared Consulting Corporation Iteris, Inc. MarshWagner, Inc. Monument ROW, Inc. (DBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE) Procura 360 Group, LLC (DBE/SBE) * Rincon Consultants, Inc. Robin Chiang & Company (DBE/LBE) * Transit Systems Engineering, Inc.

Abbreviations:

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* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
16	WMH Corporation (SBE)	X	X	X	X	ABA Global, Inc. (DBE) * Associated Right-of-Way Services, Inc. (SBE) Biggs Cardosa Associates, Inc. Cole Management and Engineering, Inc. David J. Powers & Associates, Inc. (DBE/SBE) Geocon Consultants, Inc. Haygood & Associates Landscape Architect (DBE/SBE) HDR Engineering, Inc. Wreco JMA Civil, Inc. Kimley-Horn & Associates, Inc. Parikh Consultants, Inc. (DBE/SBE) Towill, Inc. (SBE) Y&C Transportation Consultants, Inc. (DBE/SBE)
17	WSP USA, Inc.	X	X	X	X	Circlepoint (SBE) Elite Transportation Group, Inc. (DBE) * Freyer & Laureta, Inc. (DBE/SBE/LBE) * M Lee Corporation (DBE/SBE/LBE) Merrill Morris Partners (DBE/SBE/LBE) Motive Power, Inc. (SBE) * Panorama Environmental, Inc. (DBE/LBE) * Robin Chiang & Company (DBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) SPS Engineers (DBE) * William R. Gray and Company, Inc. (SBE) *
	Total Firms Shortlisted by Areas of Expertise	15	16	16	16	

Abbreviations:

DBE: Disadvantaged Business Enterprise

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LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.



Memorandum

AGENDA ITEM 12

DATE: April 27, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy

SUBJECT: 05/10/2022 Board Meeting: Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services

RECOMMENDATION ☐ Information ☒ Action

- Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services
- Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

SUMMARY

On February 17, 2022, we issued a Request for Qualifications (RFQ) for on-call project management and engineering services to augment and complement our internal resources over the next three years, up to a maximum of five years. These firms will serve as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring specialized expertise and quicker response times than existing staff resources alone could permit. The establishment of contracts with multiple consultant teams will enable us to enlist the services of a broad range of engineering consultant specialists on an on-call task order basis. By the due date of March 21, 2022, we received twenty-six Statements of Qualifications (SOQs) in response to the RFQ. Interviews were held between April 5 and 14, 2022. Based on this competitive selection process, the review panel, with participation from Caltrans and the Transportation Authority, recommends the award of consultant contracts to the seventeen top-ranked teams: Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.

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



BACKGROUND

In all of our core roles – transportation sales tax administrator, Congestion Management Agency (CMA), Program Manager for the Transportation Fund for Clean Air (TFCA), Prop AA administrator, Treasure Island Mobility Management Agency (TIMMA), and Traffic Congestion Mitigation Tax administrator – we have responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as the Downtown Rail Extension, Caltrain Modernization, and many transit, bike, pedestrian, and streetscape projects led by the San Francisco Municipal Transportation Agency and others. In addition, we have project development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Interchange Improvement project, I-280 Interchange Modifications at Balboa Park, and planning and project development of freeway corridor management studies.

On-call project management and engineering services are intended to augment and complement our internal resources by providing specialized expertise, serving as an on-call supplement to staff (particularly for oversight and delivery support for major capital projects), handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit. We have used on-call engineering and other consultant firms in the past to expedite project delivery and expand the skillset and resources available to us. In addition to our involvement with major capital projects such as those listed above, we oversee all other projects and programs in the Prop K and Prop AA Expenditure Plans; we provide oversight and support for the TFCA projects programmed by us; and in our capacity as CMA, we assist project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state, and/or regional sources.

Since May 2017, on-call project management and general engineering construction services have been provided by twenty-eight teams. Current contracts with these twenty-eight teams will expire in April 2022. Consistent with our Procurement Policy, contracts, including all options therein, are generally limited to a maximum period of five years.

DISCUSSION

We are seeking project management and engineering teams with expertise in project management and project controls; project oversight and monitoring; project development and delivery support services; and engineering and technical services.

The consultant scope of services is included in Attachment 1.

Procurement Process. We issued an RFQ for on-call project management and engineering services on February 17, 2022. We held a virtual pre-submittal conference on February 24, 2022, which provided opportunities for small businesses and larger firms to meet and form partnerships. One-hundred-thirty firms registered for the conference.

We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, El Reportero, and the World Journal. We also distributed the RFQ, the registration list for the pre-submittal conference, and periodic updates on the RFQ process to certified small, disadvantaged, and local businesses, Bay Area and cultural Chambers of Commerce, and the Small Business Councils.



By the due date of March 21, 2022, we received twenty-six SOQs in response to the RFQ. The selection panel evaluated the SOQs based on qualifications and other criteria identified in the RFQ, with an emphasis on bidders' management and technical capabilities and experience. In addition, the review panel evaluated each team's strengths and weaknesses in each specialty area for which the proposer sought consideration and reviewed the prime consultant's references. We held interviews with five qualified teams between April 5 and April 14, 2022. Twelve other qualified teams advanced without interviews due to the quality of the SOQs, prior working experience with us, and the familiarity of staff with previous work performed by these firms. Interviews were conducted by a selection panel comprised of staff representatives from Caltrans and the Transportation Authority.

Based on the competitive process defined in the evaluation criteria of the RFQ document, the selection panel recommends awarding contracts to the seventeen highest-ranked firms: Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.

Given the wide range of desired proficiencies and experience, the amount and complexity of our work program, the management of conflicts of interest that periodically arise for specific efforts, and the need to ensure availability of qualified support, we require broad and deep access to relevant skills in the on-call project management and engineering contract. We propose to contract with multiple consultant teams with whom we may call upon on a task order basis. Such an arrangement is currently in place through our existing on-call project management and general engineering contracts, which have proved beneficial to the agency's project development and oversight work program. The recommended firms together provide us with multiple options for each task in the Scope of Services. Details of each firm's areas of expertise and proposed subconsultants are included in Attachment 2.

Shortlisted consultants selected for a contract will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term. To maintain an open and competitive process, task orders will be awarded through an additional qualifications-based selection procedure within the shortlisted consultants. All shortlisted consultants will be invited to submit proposals and/or participate in oral interviews as part of the task order negotiation process. While we intend to engage pre-qualified firms based on capabilities, experience and availability, no selected team is guaranteed a task order. In addition, task orders valued above \$1,200,000, in other words 15% of total contract value, will be procured under a separate competitive Request for Proposal process.

We will receive federal financing assistance to fund a portion of this contract and we have and will continue to adhere to federal procurement regulations. For this contract, we established an overall Disadvantaged Business Enterprise (DBE) goal of 12%, accepting certifications by the California Unified Certification Program. SOQs from all seventeen teams met or exceeded the DBE goal. In addition, we will establish DBE, Small Business Enterprise, and/or Local Business Enterprise goals for each subsequent task order request, based on the project's funding sources and specific scope of work. All seventeen prime consultants' firms are



headquartered in states not on the Banned State List, which includes those states with laws that restrict abortion access or discriminate against LGBT individuals.

FINANCIAL IMPACT

The scope of work and first year's activities described in the RFQ are included in our adopted Fiscal Year 2021/22 budget amendment and Preliminary Fiscal Year 2022/23 work program and budget through relevant projects and studies. Budget for these activities will be funded by a combination of federal, state and/or regional grants from Caltrans and the Metropolitan Transportation Commission, local contributions from City and County of San Francisco, and Prop K sales tax funds. Sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

CAC POSITION

The Community Advisory Committee considered this item at its April 27, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - On-Call Project Management and Engineering Services Scope of Work
- Attachment 2 - Shortlisted Respondents per Areas of Expertise
- Attachment 3 - Past On-Call Project Management Oversight and General Engineering Assigned Task Orders

Attachment 1

On-Call Project Management and Engineering Services

Scope of Work

The Transportation Authority is the lead agency for the following major capital projects and project phases, and therefore acts in a project management capacity for these projects and project phases:

I-80/Yerba Buena Island (YBI) Interchange Improvement Projects – In its role as CMA, the Transportation Authority works with the Treasure Island Development Authority (TIDA) and Caltrans on the development and implementation of the I-80/Yerba Buena Island Interchange Improvement Projects. The construction phase of West Side Bridges Seismic Retrofit project will begin in 2022, and the Transportation Authority also expects to move forward with detailed design of the Hillcrest Road Widening project in 2022.

YBI Multi-Use Pathway - The Transportation Authority completed a Yerba Buena Island/Treasure Island Multi-Use Pathway Feasibility Study in 2020 and is working to environmentally clear the project by 2023. The extended path will connect the existing Bay Bridge East Span YBI bike path landing to Treasure Island via Hillcrest and Treasure Island Roads. The limits for the project will extend from the existing San Francisco Oakland Bay Bridge (SFOBB) East Span Bike Landing/Vista Point, on south eastside of YBI, to the intersection of Macalla Road and Treasure Island Road on the northwest side of the island. The project will improve the current roadways on YBI, which do not meet modern standards by building separate and protected pathways for pedestrians and bicyclists. The project is coordinating with the Bay Area Toll Authority's Bay Bridge West Span Skyway project and will provide a YBI connection to the Skyway project.

I-280 Interchange Modifications at Balboa Park – Following environmental clearance of the southbound I-280 off-ramp at Ocean Avenue, the Transportation Authority is beginning the design phase to improve multimodal safety. The project will realign the existing off-ramp from a free flow right turn to a signalized T-intersection. The project will also widen the off-ramp to two lanes and construct a retaining wall. The effort also includes further development of other elements from the Transportation Authority's Balboa Park Station Area Circulation Study (2014), including potential modifications of the northbound I-280 off-ramp at Geneva Avenue to improve traffic circulation and reduce queuing on the off-ramp.

Managed Lanes on US 101 and I-280 – In its role as CMA, and with close coordination with Caltrans, neighboring counties, and regional bodies like the Bay Area Infrastructure Financing Authority, the Transportation Authority is evaluating strategies including freeway lane management, operations technologies, and transportation demand measures to improve performance and manage growth of freeway traffic on I-280 and US-101. The effort will include environmental clearance and design phase documents led by the Transportation Authority over the next five years.

TIMMA Infrastructure Projects – In its role as TIMMA, the Transportation Authority has been preparing policy and governance recommendations for comprehensive mobility management, including congestion pricing, water transportation, and transit improvements. The Transportation Authority will have primary responsibility for building and operating congestion pricing infrastructure and procuring ferry service operators, as well as cooperating responsibility with associated transit, street, bicycle, and walking improvement projects.

Bi-County Projects – The Transportation Authority, in partnership with the SFMTA and regional partners, is developing recommendations for improved transit and active mobility connections

between the southern neighborhoods. Recommendations will propose short-term improvements to transit access, striping, and signage, and identify larger projects for further development.

Pennsylvania Avenue Extension (PAX): The City and County of San Francisco (City) has identified Pennsylvania Avenue as the preferred alignment for a future tunneled replacement segment of the Caltrain Corridor, south of the 4th and King/Townsend area. The Transportation Authority is leading pre-environmental phase planning and design for the PAX project, in coordination with local and regional partner agencies. Future anticipated phases include environmental review and preliminary design.

As a major funding partner (including sales tax and other Transportation Authority-programmed funds) and sub-regional planning authority, the Transportation Authority provides project development/delivery support and oversight for the following projects:

Caltrain Modernization (CalMod): The CalMod program is currently under construction and consists of electrification and other projects that will upgrade the performance, efficiency, capacity, safety, and reliability of Caltrain's service. The Transportation Authority is a funding partner and has oversight responsibility focused on three CalMod projects totaling more than \$2 billion including electrification of the existing corridor, installation of a modern positive train control system, and replacement of diesel trains with electric multiple-unit vehicles. Through integrated oversight of the CalMod Program and the Downtown Rail Extension Project (DTX), as well as support for the California High-Speed Rail (CAHSR) program, the Transportation Authority provides coordination of these related efforts for San Francisco.

Downtown Rail Extension (DTX): The Transportation Authority is one of six agencies currently working together to plan, design, and develop the DTX to ready-for-procurement status, under the terms of a Memorandum of Understanding (MOU) executed in 2020. The Transportation Authority is also a funding partner for the DTX. The project will extend heavy rail from the current terminus to the recently completed Salesforce Transit Center, to serve Caltrain and future CAHSR. Design development efforts are being led by the Transbay Joint Powers Authority (TJPA) with active support by the MOU partners. The Transportation Authority has lead or co-lead responsibilities for multiple tasks identified in the MOU, including the Funding Plan, Delivery Strategy, Demand Forecasts, and Governance Review.

4th and King Railyards: The Transportation Authority is one of several public and private parties working together to develop integrated plans for the development and operation of the current northern terminus of Caltrain, at the 4th and King Station and adjacent railyards. The site is home to significant passenger, operational, and maintenance functions. Plans for the site have an important relationship to development of the Caltrain system, the DTX project, and the introduction of CAHSR service along the peninsula.

California High-Speed Rail (CAHSR): The Transportation Authority supports this important project by coordinating with City agencies and monitoring the California High-Speed Rail Authority's planning and project development for issues of concern to San Francisco. Through involvement in the associated DTX and CalMod programs, the Transportation Authority provides additional coordination of these related efforts with CAHSR.

In addition to its involvement with the major capital projects described above, the Transportation Authority oversees all of the other projects and programs in the Prop K and Prop AA Expenditure Plans and the Transportation Authority-administered portion of the Traffic Congestion Mitigation Tax Program; provides oversight and support for the TFCA projects programmed by the Transportation

Authority; and in its capacity as CMA, assists project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state or regional funds.

Scope of Services

The Transportation Authority seeks consultant services with expertise in the four tasks described below.

TASK 1 - Project Management and Project Controls

The purpose of Task 1 is to provide consultant services to manage capital projects and project studies led by the Transportation Authority. Task 1 encompasses direct project management support services and comprehensive project controls services. Task 1 is intended to support projects at all stages of planning, development, and delivery.

Project Management support services through Task 1 will augment and enhance the project management capacity of Transportation Authority staff. Specific Project Management services are anticipated to include:

- Serve as consultant project manager or deputy project manager for projects and project studies led by the Transportation Authority.
- Prepare for and/or lead project progress meetings between consultants, the Transportation Authority, and other involved agencies; prepare and distribute minutes; execute and monitor action items.
- Develop and manage project scopes of work and workplans; monitor and report on progress; adjust project workplans as required/directed.
- Develop and manage project budgets; monitor expenditures and report against project funding and percent completion.
- Develop and manage project schedules; review baseline schedules and make proposals for revision; advise on activity dependencies.
- Monitor and manage projects issues and risks; develop and implement risk mitigations and issue resolutions.
- Review technical deliverables and coordinate/manage multi-party review processes.
- Provide full-service Construction Management services, including but not limited to field management, contract management, schedule management, quality management, reporting, review of construction management plans, review and reporting of project progress, issue and risk management, and all other required construction management activities.
- Provide input into cooperative agreements, memoranda of understanding, and coordination agreements.
- Support inter-agency processes for project development, including with Caltrans, Federal Transit Administration (FTA), Federal Railroad Administration, Federal Highway Administration (FHWA), and the City.
- Support other project management activities as directed.

Project Controls services provided through Task 1 will provide a flexible level of support to the Transportation Authority, depending on the needs and stage of specific projects. The specific requested Project Controls services will include:

- Provide integrated project reporting on a monthly or quarterly basis to satisfy funding requirements, support internal and partner review, and monitor project progress; develop and manage reporting templates; provide all necessary coordination to prepare, review, and submit reports.
- Provide comprehensive control of project budgets and expenditures, including work breakdown structure, cost controls, expenditure tracking, and forecasting; integrate with related controls activities (e.g., schedule management).
- Provide comprehensive schedule management and control; prepare and maintain detailed Critical Path Method (CPM) schedules, including all project activities and phases; prepare and maintain graphic/Gantt Chart presentations of summary schedules; coordinate regular updates to schedules, including inputs from multiple parties.
- Develop and implement records management procedures, including document control, templates, archiving, and project communications.
- Lead and provide Quality Assurance/Quality Control (QA/QC) activities/services, including development and execution of quality management plans, development and execution of QA/QC procedures, and QA/QC coordination; quality management procedures will be consistent with project requirements, including those of funding agencies (e.g., Caltrans, FHWA, FTA, etc.).
- Provide necessary and appropriate controls services for construction phase projects, including review and analysis of invoices, review and analysis of project submittals, review and analysis of contract modifications, earned value analysis, advice for contract negotiations, and other services as needed.
- Prepare and maintain management and controls plans (e.g., project management, quality management, controls, risk management, configuration management, etc.).
- Establish and process project controls documents and transmittals.
- Support other project controls activities as directed.

Areas of expertise include:

- 1.1 Project Management Support Services
- 1.2 Construction Management
- 1.3 Inter-agency Processes
- 1.4 Project Controls
- 1.5 Schedule Development
- 1.6 Quality Assurance and Project Management Plans

TASK 2 - Project Oversight and Monitoring

The purpose of Task 2 is to provide consultant services for the Transportation Authority's oversight and monitoring of projects led by other agencies, including projects in development and in delivery. The Transportation Authority provides routine monitoring and oversight of small and medium-scale projects, as well as enhanced oversight of major projects, particularly those with a significant investment of funds allocated and/or programmed by the Transportation Authority.

Project Oversight and Monitoring through Task 2 will augment and enhance the capacity of Transportation Authority staff. Specific services include:

- Work with Transportation Authority and partner agency staff to develop oversight protocols and procedures.

- Advise on oversight requirements for specific projects, and prepare oversight management plans for major projects, subject to an enhanced level of oversight.
- Conduct oversight of design development, including preliminary design, final design, and constructability; incorporate technical support/advice from appropriate engineering disciplines and other areas of technical expertise.
- Conduct oversight of other project development disciplines, including environmental, financial/funding, and construction preparation.
- Conduct oversight of procurement documentation and plans, including specifications, requirements, procurement management plans, procurement processes, etc.
- Conduct oversight of construction-phase work, including budget management, construction activity, risk and contingency management, decision-making, and project schedule/delivery progress.
- Conduct independent reviews of technical work products, such as review of contract documents, constructability reviews of design and/or construction plans; prepare technical memoranda to document independent findings; participate in review sessions with project sponsors and their advisors.
- Develop and maintain relationships, as directed, with partner agency project staff and consultants, as necessary to fulfill oversight functions.
- Develop standard and project-specific reporting templates for projects overseen by the Transportation Authority.
- Prepare monthly and/or quarterly reports for applicable projects, to record project activities, status, risks, issues, budget/funding status, schedule progress, and other information.
- Support other project monitoring and oversight activities as directed.

Areas of expertise include:

- 2.1 Project Development and Design Phase Oversight
- 2.2 Environmental Oversight and Monitoring
- 2.3 Project Procurement Oversight
- 2.4 Construction Phase Oversight

TASK 3 - Project Development and Delivery Support Services

The purpose of Task 3 is to provide strategic advisory and technical services to support the Transportation Authority and its partner agencies in developing projects for delivery readiness, as well as supporting key functional activities during delivery.

Project Development and Delivery Support Services through Task 3 will augment and enhance the capacity of Transportation Authority staff. Specific Development and Delivery Support services include:

- Develop and maintain project funding plans; advise on funding sources, funding strategy, and financial arrangements; review funding plans prepared by other agencies.
- Conduct major project financial analyses; build and maintain project financial models; develop financial plans; conduct value for money analysis; review financial plans, models, and analyses prepared by other agencies.
- Review planning and design documents for feasibility, constructability, and construction sequencing; facilitate and/or participate in constructability workshops.

- Advise on project delivery, procurement, and contracting methods, including traditional, integrated, collaborative, and alternatively-financed approaches; identify opportunities for innovative project delivery methods; develop comparative options analyses and recommend delivery approaches; prepare integrated delivery strategies incorporating design/requirements, risks, market context, funding/financing, governance, procurement, and operations.
- Advise on project governance requirements and project delivery organizational design; prepare integrated plans for project oversight, decision-making, and change management.
- Lead and coordinate risk management planning and implementation; prepare and manage risk registers and issues logs; prepare for and facilitate comprehensive risk reviews and workshops.
- Review of design documents for value engineering; advise on value engineering strategies; facilitate and/or participate in value engineering workshops.
- Capital cost estimation, including Independent Cost Estimate services.
- Operating cost estimation, for fixed facilities and transit operations.
- Provide real estate and right-of-way (ROW) advisory and management services; prepare Real Estate Acquisition Management Plans and/or review such plans prepared by others; review and advise on specific ROW issues and strategies.

Areas of expertise include:

- 3.1 Funding Strategy and Funding Plan Development
- 3.2 Project Financial Analysis and Modeling
- 3.3 Feasibility, Constructability, and Construction Sequencing
- 3.4 Project Delivery Methods and Evaluation
- 3.5 Risk Analysis and Risk Management
- 3.6 Cost Estimation
- 3.7 Value Engineering
- 3.8 Real Estate and Right of Way Management Services

TASK 4 - Engineering and Technical Services

The purpose of Task 4 is to provide a range of engineering and technical services required by the Transportation Authority. Services in the involved disciplines will include direct support/deliverables for Transportation Authority-led projects as well as review of work prepared by other agencies.

Specific Engineering and Technical Services include:

- Traffic and transit operations analysis including systems and network modeling
- Environmental studies and environmental review preparation
- Other environmental activities, including evaluation reports and permitting documents
- Preliminary engineering and design documents for local roadway, state highway, and transit projects
- Geometric designs for transit and roadway infrastructure
- Intelligent Transportation Systems and tolling strategies
- Ferry planning, operations, and engineering
- Rail planning, development, and delivery, including:
 - Rail project planning, including for new and infill stations, station upgrades, extensions, grade separations, and new fixed alignments at/above- and below-grade

- Rail project design for light rail, conventional gauge, and wide-gauge systems, including track geometric design, subway tunnel design, and at/above- and below-grade stations
- Rail facilities planning and design, including maintenance and storage facilities
- Rail systems planning and design, including core systems, supporting systems, and systems integration
- Rail system operations planning and analysis, including sketch-level and simulation-level modeling
- Rail system renewal planning and design, including legacy asset/systems assessment, state-of-good-repair program development, and asset management
- Building design and engineering for transportation facilities and related infrastructure improvements
- Geotechnical evaluation, ground exploration, and testing for tunneling and subsurface structures
- Existing site conditions documentation including surveying and utility mapping

Areas of expertise include:

- 4.1 Civil Engineering
- 4.2 Structural Engineering
- 4.3 Traffic Engineering
- 4.4 Utility Engineering and Agreements
- 4.5 Geotechnical Engineering
 - 4.5.1 Tunnel and Underground Engineering
 - 4.5.2 Geotechnical Analysis and Evaluations
- 4.6 Rail Operations Analysis and Planning
- 4.7 Rail Systems Engineering
- 4.8 Rail State of Good Repair Program Development
- 4.9 Intelligent Transportation Systems and Technologies
- 4.10 Tolling Systems Integration and Commissioning
- 4.11 Ferry Service Planning, Engineering, Operations
- 4.12 Environmental Review Development, Permitting, Impact Evaluation, Clearance, and Compliance
- 4.13 Architecture and Landscape Architecture
- 4.14 Surveying and mapping

General Administration

Contractor will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total consultant service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Also for each task, prepare an estimate of budget needed to complete the task and compare this amount to the original and modified budget, funding and percent of scope completed to track project effectiveness. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Local Business Enterprise (LBE) firm participation each month based upon current billing and total billed to date. Include the actual invoiced to-date and paid to-date figures and compare them to the original budget in the task order to track performance against DBE/SBE/LBE goals.

- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and sub-consultant charges. Detailed support documentation for all consultant direct expenses and sub-consultant charges will be attached.

Contractor shall demonstrate the availability of qualified personnel to perform general engineering and contract administration. All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with either Caltrans or FTA standards.

Attachment 2
Shortlisted Respondents
On-Call Project Management and Engineering Services

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
1	Access Planning Ltd.	X	X	X	X	Azad Engineering PC (DBE) * CPCS Transcom, Inc. InfraStrategies, LLC Jacobs Engineering Group, Inc. Leothacue Enterprises, Inc. (DBE) * LK Planning, LLC (DBE) * Rico Engineering & Construction SHA Analytics, LLC (DBE) * Sperry Capital Inc. Transportation Analytics (DBE) * Vicus, LLC (DBE) *
2	Alta Planning + Design, Inc.	X	X	X	X	CHS Consulting Group (DBE/SBE/LBE) Impact Sciences, Inc. (DBE/SBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Sandis Civil Engineers Surveyors Planners T.Y. Lin International
3	Arup North America Ltd.	X	X	X	X	Azad Engineering PC (DBE) * BAE Urban Economics, Inc. (DBE/SBE) * Chaudhary & Associates, Inc. (DBE/SBE) IDS California (DBE) * Keish Environmental (DBE) * Laura Blake Architect (DBE/LBE) * Monument ROW, Inc. (DBE) * MSA Design & Consulting, Inc. (SBE/LBE) Pendergast Consulting Group, Inc (SBE) Peyser Associates, LLC SHA Analytics, LLC (DBE) * Terry Hayes & Associates, Inc. (DBE) T J K M (DBE) *
4	Brierley Associates		X	X	X	Divis Consulting, Inc. (LBE) * Dr. Mole, Inc. Monument ROW, Inc. (DBE/SBE) *

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
5	Cole Management & Engineering, Inc.	X	X	X	X	Acumen Building Enterprises, Inc. (DBE/SBE/LBE) Advance Project Delivery, Inc. Associated Right-of-Way Services, Inc. (SBE) Fremier Enterprises, Inc. KL Bartlett Consulting (DBE/SBE) Lohman Project Consulting (SBE) OrgMetrics, LLC (SBE) Parisi Transportation Consulting (SBE) PDM Group, Inc. Pendergast Consulting Group, Inc. (SBE) Rattray Program Management, LLC (SBE) * Tricertus, LLC (DBE/SBE) * WMH Corporation (SBE) Zurinaga Associates (DBE/SBE/LBE)
6	Dabri, Inc. (DBE/SBE/LBE) *	X	X	X	X	Advanced Mobility Group (SBE) * BioMaAS, Inc. (DBE/SBE/LBE) * Community Design + Architecture (SBE) * COWI North America, Inc. Del Recharadson & Associates, Inc. (DBE/SBE) * Gannett Fleming, Inc. Jacobs Engineering Group, Inc. Maffei Structural Engineering (SBE/LBE) * Merrill Morris Partners (DBE/SBE) Monument ROW, Inc. (DBE/SBE) * Ninyo & Moore Geotechnical & Environmental Sciences Consultants Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
7	Gall Zeidler Consultants, LLC	X	X	X	X	C2PM (DBE/SBE) * WMH Corporation (SBE)
8	HNTB Corporation	X	X	X	X	Bess Testlab, Inc. (DBE/SBE) * Bluebird Advisors, LLC (DBE) * Haygood & Associates Landscape Architects (DBE/SBE/LBE) Intueor Consulting, Inc. (DBE/SBE) KL Bartlett Consulting (DBE/SBE) KPFF, Inc. Monument ROW, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Procura 360 Group, LLC (DBE/SBE) * TransSIGHT LLC (DBE/SBE)

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
9	Mark Thomas & Company	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) CHS Consulting Inc. (SBE/LBE) Environmental Science Associates Geocad, Inc. (DBE/SBE) * HydroConsult Engineers, Inc. (DBE/LBE) * Kittelson & Associates, Inc. Merill Morris Partners (DBE/SBE/LBE) Monument ROW Inc. (DBE) * OPAC Consulting Engineers, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Parisi Transportation Consulting (SBE) Procura 360 Group LLC (DBE/SBE) * ROMA Collaboration (DBE/SBE/LBE) * Urban Design Consulting Engineers Y&C Transportation Consultants, Inc. (DBE/SBE)
10	McMillen Jacobs Associates	X	X	X	X	CHS Consulting, Inc. (DBE/SBE) Freyer & Laureta, Inc. (SBE/LBE) * ICF Jones & Stokes, Inc. MSA Design & Consulting Inc. (SBE/LBE) Slate Geotechnical Consultants, Inc. (SBE) * VIA Architects Inc. (Perkins Eastman Architects)
11	Mott MacDonald Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) AZAD Engineering PC (DBE/SBE/LBE) * Biggs Cardosa Associates, Inc. Chaudhary & Associates, Inc. (DBE/SBE) Circlepoint (SBE) Dabri, Inc. (DBE/SBE) * Ernst & Young Infrastructure Advisors, LLC Parisi Transportation Consulting (SBE) ROMA Collaboration (DBE/SBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) Strategic Value Solutions, Inc.
12	Parisi Transportation Consulting (SBE)	X	X	X	X	Civic Edge Consulting, LLC (DBE/SBE/LBE) M Lee Corporation (DBE/SBE/LBE) Ronny Kraft Consulting (DBE/LBE) *

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
13	Parsons Transportation Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) Earth Mechanics, Inc. (DBE/SBE) FMG Architects (DBE/SBE/LBE) GPA Consulting (DBE/SBE) * Guida Surveying, Inc. (SBE) * JMA Civil, Inc. Jacobs Engineering Group Inc. Kal Krishnan Consulting Services, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Saylor Consulting Group (DBE/SBE/LBE) *
14	PGH Wong Engineering, Inc.	X	X	X	X	CHS Consulting, Inc. (SBE/LBE) Cornerstone Transportation Consulting, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Robin Chiang & Company (DBE/LBE) * Saylor Consulting Group (DBE/SBE/LBE) * Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
15	TY Lin International	X	X	X	X	Aliquot Associates, Inc. (DBE) * Alta Planning + Design, Inc. CHS Consulting, Inc. (DBE/SBE/LBE) Cole Management & Engineering, Inc. Colmena Engineering E-Squared Consulting Corporation Iteris, Inc. MarshWagner, Inc. Monument ROW, Inc. (DBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE) Procura 360 Group, LLC (DBE/SBE) * Rincon Consultants, Inc. Robin Chiang & Company (DBE/LBE) * Transit Systems Engineering, Inc.

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
16	WMH Corporation (SBE)	X	X	X	X	ABA Global, Inc. (DBE) * Associated Right-of-Way Services, Inc. (SBE) Biggs Cardosa Associates, Inc. Cole Management and Engineering, Inc. David J. Powers & Associates, Inc. (DBE/SBE) Geocon Consultants, Inc. Haygood & Associates Landscape Architect (DBE/SBE) HDR Engineering, Inc. Wreco JMA Civil, Inc. Kimley-Horn & Associates, Inc. Parikh Consultants, Inc. (DBE/SBE) Towill, Inc. (SBE) Y&C Transportation Consultants, Inc. (DBE/SBE)
17	WSP USA, Inc.	X	X	X	X	Circlepoint (SBE) Elite Transportation Group, Inc. (DBE) * Freyer & Laureta, Inc. (DBE/SBE/LBE) * M Lee Corporation (DBE/SBE/LBE) Merrill Morris Partners (DBE/SBE/LBE) Motive Power, Inc. (SBE) * Panorama Environmental, Inc. (DBE/LBE) * Robin Chiang & Company (DBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) SPS Engineers (DBE) * William R. Gray and Company, Inc. (SBE) *
Total Firms Shortlisted by Areas of Expertise		15	16	16	16	

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE subconsultant firms within the last 5 years.

Attachment 3
On-call Project Management Oversight and General Engineering
Assigned Task Orders from 2017 to 2022

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
AECOM	Downtown Extension Project Delivery Review	\$26,633		
Associated Right of Way Services, Inc. (SBE)	19 th Avenue Combined City Project	\$55,373		
	Lombard Street Corridor	\$6,719		
	Downtown Extension	\$75,000		
Brierley Associates Corporation	Downtown Extension	\$112,657	Doctor Mole, Inc.	\$49,083
			Alta Engineering Group, Inc. (DBE,LBE,SBE)	\$5,287
	Pennsylvania Avenue Extension Pre-environmental Study	\$75,000	Doctor Mole, Inc.	\$17,520
Fehr & Peers (LBE)	Freeway Corridor Management Study	\$134,825	Emergent Transportation Concepts, LLC (DBE,SBE)	\$62,099
HDR Engineering, Inc. (LBE)	Yerba Buena Island West-Side Bridges	\$299,945	KL Bartlett Consulting (DBE,SBE)	\$15,200
HNTB Corporation (LBE)	Treasure Island Mobility Management Agency Program	\$1,998,012	FRFS Consulting	\$320,030
			KL Bartlett Consulting (DBE,SBE)	\$112,490
			TollPoint LLC (DBE)	\$108,420
			Circlepoint (SBE)	\$105,865

¹ The following firms were shortlisted under the on-call transportation project management oversight and general engineering contract but did not have executed task orders to date: Biggs Cardosa Associates, Inc.; Cardno, Inc.; Ernst & Young Infrastructure Advisors; Gannett Fleming, Inc. (formerly Traffic Technologies Inc.); Kimley-Horn; Kittelson & Associates, Inc.; McMillen Jacobs Associates; MNS Engineers, Inc.; Overland, Pacific, & Cutler, Inc.; Rajappan & Meyer Consulting Engineers, Inc.; Silicon Transportation Consultants; Sperry Capital, Inc.; and Stantec Consulting Services, Inc.

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
			TransSight LLC (DBE,LBE,SBE)	\$59,650
			Intueor Consulting, Inc. (DBE,SBE)	\$51,762
			HT Harvey & Associates	\$12,000
	19 th Avenue Combined City Project	\$24,793		
	Lombard Street Corridor	\$13,990		
IDS California (DBE)	Downtown Extension Project Delivery Review	\$128,216	Arup N. America (LBE)	\$34,580
			Nossaman LLP (LBE)	\$53,476
			Permut Consult	\$8,000
Mott MacDonald, LLC	ConnectSF Streets and Freeways Study	\$106,974		
	Kearny Street Multimodal Implementation Plan Traffic Analysis	\$5,223		
Parisi Transportation Consulting (SBE)	District 9 Freeway Study	\$159,275		
	Yerba Buena Island/Treasure Island Multiuse Pathway and Transportation Analysis	\$240,474		
	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	\$150,000	Parikh Consultants (DBE)	\$7,500
			Amy Skewes-Cox (DBE)	\$7,500
Parsons Transportation Group (LBE)	Van Ness Bus Rapid Transit Project	\$167,929		
SENER Engineering and Systems, Inc.	Downtown Extension Project Delivery Review	\$32,641		
T.Y. Lin International	Downtown Extension	\$257,104		

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
	San Francisco Municipal Transportation Agency's Siemens Light Rail Vehicle Repairs	\$217,247		
WMH Corporation (SBE)	US 101/I-280 Managed Lanes Project	\$1,046,870	Associated Right of Way Services, Inc. (SBE)	\$2,708
			Circlepoint (SBE)	\$73,740
			Emergent Transportation Concepts, LLC (DBE,SBE)	\$99,750
			Fehr & Peers (LBE)	\$250,631
			Gray-Bowen-Scott (SBE)	\$8,718
			HNTB Corporation (LBE)	\$17,324
			MGE Engineering, Inc. (DBE,SBE)	\$15,914
			Rail Surveyors and Engineers, Inc. (DBE, SBE)	\$37,005
			WRECO (DBE,SBE)	\$24,229
WSP USA, Inc. (LBE)	Lombard Crooked Street Reservations and Pricing Study	\$56,243	CHS Consulting Group (DBE,LBE,SBE)	\$13,130
	Downtown Extension Project Delivery Review	\$297,478	McKinsey & Company	\$100,000
	Treasure Island Mobility Management Agency Program	\$141,406	Silicon Transportation Consultants (DBE)	\$29,712
	Southgate Road Realignment Project	\$45,735		
Zurinaga Associates (DBE)	Yerba Buena Island Ramps, Bridge Structures and Southgate Road Realignment Projects	\$3,994,861	Cole Management & Engineering, Inc.	\$114,999
			KL Bartlett Consulting (DBE,SBE)	\$280,649
			Lohman Project Consulting	\$232,340

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
			PDM Group, Inc. (DBE)	\$3,172,643
			Pendergast Consulting Group (DBE,SBE)	\$85,418
	Project Management Oversight	\$2,745,771	KL Bartlett Consulting (DBE,SBE)	\$110,094
	Downtown Extension	\$254,833	KL Bartlett Consulting (DBE,SBE)	\$2,972
	Treasure Island Mobility Management Agency Program	\$8,046	KL Bartlett Consulting (DBE,SBE)	\$227
			Pendergast Consulting Group (DBE,SBE)	\$7,558
	US 101/I-280 Managed Lanes Project	\$13,298	PDM Group, Inc. (DBE)	\$12,922
	ConnectSF Streets and Freeways Study	\$6,966	PDM Group, Inc. (DBE)	\$6,769
Total Task Orders Awarded to Date		\$12,899,537		
Total Task Orders Allocated to Subconsultants (44%)				\$5,729,914
Total Task Orders Awarded to Disadvantaged Business Enterprise Firms (48%)				\$6,127,630
Total Task Orders Awarded Local Business Enterprise Firms (18%)				\$2,299,108
Total Task Orders Awarded to Small Business Enterprise Firms (31%)				\$3,971,135
Total Contract Amount				\$16,500,000

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San Francisco
County Transportation
Authority



TRANSIT TRANSFORMATION **ACTION PLAN**

SFCTA Board Presentation

Theresa Romell, Melanie Choy
Metropolitan Transportation Commission
May 24, 2022

TRANSIT TRANSFORMATION

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

Desired Outcomes

I. Fares and Payment

Simpler, consistent, and equitable fare and payment options attract more riders.

II. Customer Information

Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

III. Transit Network

Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.

IV. Accessibility

Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

V. Funding

The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

166 Action Plan Key Elements

- ▶ Expanded collaboration between transit operators and with partners is essential
- ▶ Actions are keyed to Outcomes
- ▶ Focused on near-term actions (approx. 1-3 years) leading toward Transit Transformation
- ▶ Requires alignment on existing regional funding and new funding
- ▶ The Action Plan is ambitious, and the target completion dates are preliminary and subject to continued evaluation and refinement



Transformation Action Plan: Accelerated Actions¹⁶⁷

I. FARES AND PAYMENT



Fare Integration Policy

1. Act on the Fare Coordination and Integration Study (FCIS) recommendations
2. Determine whether existing authority is sufficient for FCIS implementation
3. Seek state legislation if needed

II. CUSTOMER INFORMATION



Mapping and Wayfinding

4. Fund and finalize regional mapping and wayfinding standards
5. Fund and complete 1-3 consistently branded subregional mapping and wayfinding pilot projects
6. Fund and develop a regional mapping data services digital platform

Transformation Action Plan: Accelerated Actions

III. TRANSIT NETWORK

Bus Transit Priority (speed & reliability)

7. Request a Caltrans Deputy Directive to expedite State right-of-way transit priority actions
8. Sponsor legislation to remove barriers to transit priority implementation
9. Fund the design and delivery of prioritized near-term transit corridor projects
10. Select near-term HOV lane operating policies to advance to the State
11. Define a Cooperative Agreement process
12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment

III. TRANSIT NETWORK

Bus/Rail Network Management Reform

13. Fund and complete a Business Case analysis
14. Establish and support an advisory group to guide the Business Case
15. Provide financial incentives for Integration Efficiency initiatives
16. Deliver Rail Partnership and Governance Assessment
17. Adopt Transit Equity Principles and a process for applying them

Connected Network Planning

18. Fund, develop and adopt a Bay Area Connected Network Plan
19. Adopt a transit hub toolkit to optimize station design and connectivity

Data Collection and Coordination

20. Establish protocols and implement uniform Realtime and transit pathway data collection

170 Transformation Action Plan: Actions

IV. ACCESSIBILITY

- 21. Designate a Mobility Manager in each county
- 22. Fund subregional one-seat paratransit ride pilot projects
- 23. Identify next steps for the full integration of ADA-paratransit services on Clipper Next Generation
- 24. Identify key paratransit challenges and recommend reforms
- 25. Adopt standardized eligibility practices for programs (e.g. RTC and Clipper) that benefit people with disabilities

V. FUNDING

- 26. Identify efficiencies and Network Management funding needs
- 27. Convene stakeholders to guide a transportation funding ballot measure



Transformation Action Plan: Accelerated Actions¹⁷¹

Next Steps + Implementation

Accelerated Action	Description	Estimated Total Near-Term Need
Fare Integration	<ul style="list-style-type: none">• Regional Institutional/Employer Pass Pilot• Free and reduced cost transfers	\$28 million
Mapping and Wayfinding	<ul style="list-style-type: none">• Regional System Standards Design• Subregional Pilots• Digital Mapping and Data Services	\$35 million
Transit Priority	<ul style="list-style-type: none">• SFOBB & I-80 transit access improvements• I-80 and Hwy 101 HOV Hours of Operations• Improvements on arterial corridors	\$61 million

A photograph showing a group of people, mostly Black women, standing in a line at what appears to be a bus stop. They are all wearing face masks. In the foreground, a woman in a white shirt and a visor is looking at her phone. To her right, another woman in a blue shirt and black jacket is also looking down. Further back, a woman in a grey hoodie with 'AMERICAN WAR' printed on it is visible. On the left side of the image, the front of a white bus is partially visible, with a person wearing a blue shirt and a face mask seen through the windshield. The background shows a street with some buildings and trees.

SENATE BILL 917 UPDATE

OVERVIEW OF SB 917 (BECKER)

- Requires implementation of four recommendations from Transit Transformation Action Plan:
 - Integrated Fares – limited scope & pilots
 - Connected Network Plan
 - Mapping & Wayfinding Standards
 - Real Time Transit Information

INTEGRATED FARE PROVISIONS

- Requires **no-cost transfers** from “local to local” among same or different operators and from local to a regional system
- Requires MTC to estimate cost of a 3-year pilot of two other fare integration options and ***if funding provided by state or private funds*** to implement the following:
 - All agency transit pass
 - Common regional fare system
- Based on Fare Coordination and Integration study, would cost approx. **\$100 million/year**, so approx. \$300 million would be needed to implement both policies for three years.

OTHER KEY PROVISIONS OF SB 917

- **Connected Network Plan**
 - Requires MTC to develop and adopt plan in coordination with transit operators no later than 12/31/25 or by 3/31/24 if additional funding is provided.
 - Plan to include a transit priority network that identifies key corridors that would benefit from improvements to remove transit from conflicts with traffic congestion
- **Mapping & Wayfinding**
 - Requires MTC to develop and adopt mapping and wayfinding standards by 7/1/25
 - Requires operators to comply with them after 1/1/26 when developing new maps and wayfinding or upgrading existing
- **Real Time Transit Information**
 - Requires MTC to establish open data standards to provide for real-time transit vehicle location, arrival and departure times and predictions to provide more consistently reliable real-time transit information for riders.

FUNDING & ACCOUNTABILITY PROVISIONS

- SB 917 does not provide any direct funding to support its provisions, but some provisions will only go into effect, or will be accelerated, if additional funds are provided.
- The bill includes potential funding consequences for non-compliance: MTC may withhold a portion of operators' State Transit Assistance funds if they don't comply or meet progress benchmarks (or are granted an exception).
- This is consistent with current law but is more specific by being tied directly to integrated fares, mapping & wayfinding and real-time transit info.



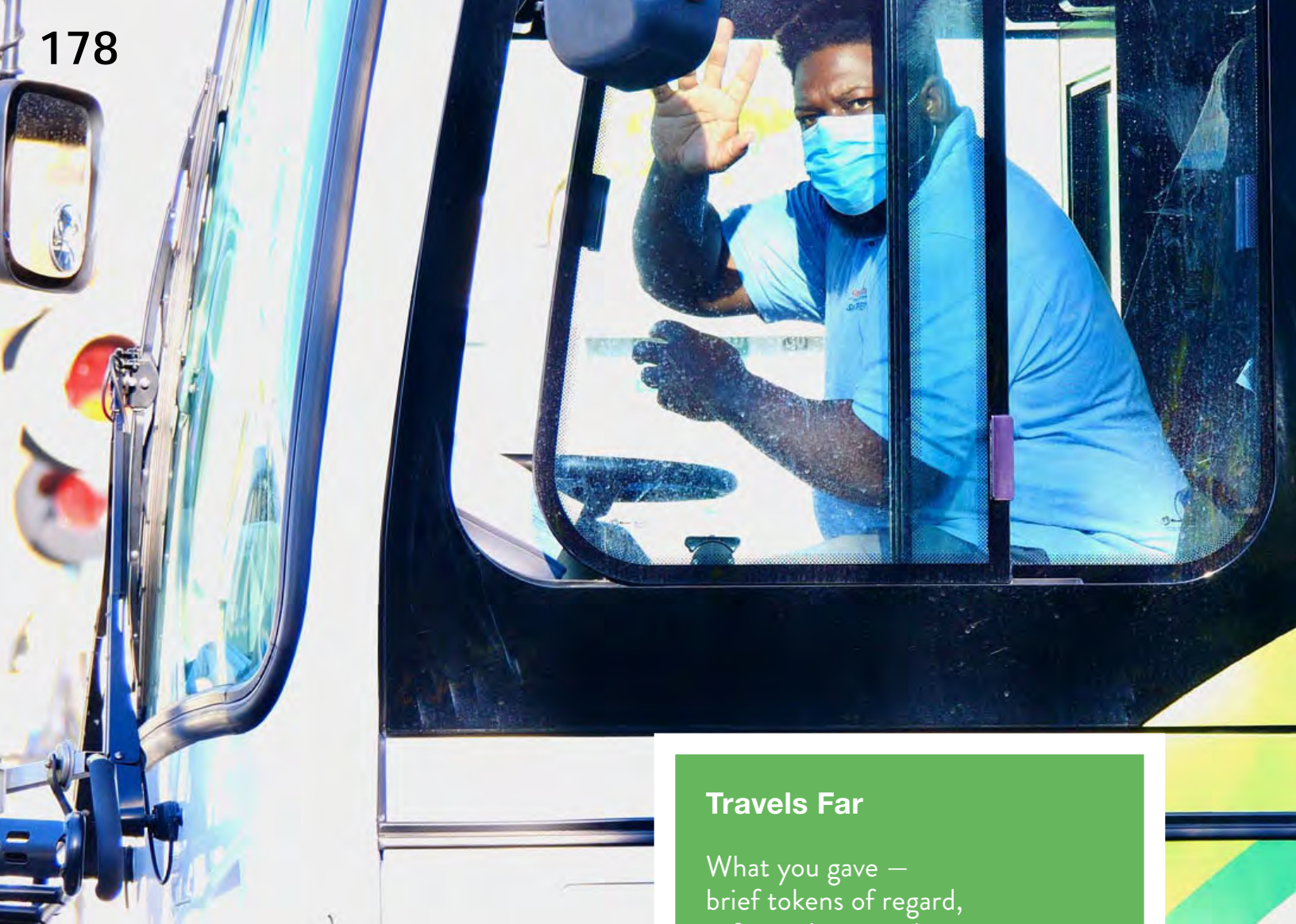
BAY AREA TRANSIT TRANSFORMATION **ACTION PLAN**

JULY 2021

BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**



DEDICATION

*We are forever grateful for the
commitment and perseverance of the
Bay Area's transit workers who serve
our community through good times and
bad, and who held together our region's
essential worker lifeline throughout
the COVID-19 pandemic.
Thank you.*

Travels Far

What you gave —
brief tokens of regard,
soft words uttered
barely heard,
the smile glimpsed
from a passing car.

Through stations
and years, through
the veined chambers
of a stranger's heart —
what you gave
travels far.

— Tracy K. Smith

*Tracy K. Smith is an American poet and
educator. She served as the 22nd Poet Laureate
of the United States from 2017 to 2019.*

MESSAGES FROM THE CHAIRS



Alfredo Pedroza

Chair, Metropolitan
Transportation
Commission (MTC)

Since March 2020, COVID-19 has wreaked havoc across our communities and in our personal lives. Public transit services collapsed overnight and will take years to recover. MTC created the Blue Ribbon Transit Recovery Task Force to bring key stakeholders and transit operators together to build unified support during this existential crisis that public transit is facing.

In rebuilding and strengthening transit's vital role in the Bay Area's sustainable future, I stand with those who are determined to rebound equitably by investing resources in ways that overcome historic and current disparities for our most vulnerable communities.

Transforming our transit system while we recover will be challenging. Success depends upon continuing collaboration among all transit partners and fast-tracking customer improvements that will attract new riders and reward returning ones. Prioritizing coordination, capturing operational efficiencies, and securing funding are each essential to achieve the excellent transit system the Bay Area deserves.

MTC is committed to taking a leading role in this effort toward transformative outcomes; continuing our priority focus on fares, mapping and wayfinding; and creating transit travel time advantages on our streets and highways. We also recognize that a strong partnership with transit operators, the private sector, advocates and the public will be essential to creating a reliable, convenient and connected transit network.

As the work of the Task Force ends, I want to thank everyone who contributed to this robust blueprint for change. As Chair of the Commission, I have directed MTC staff to review this Action Plan and bring forward a recommendation for Commission acceptance in September followed by a proposed Year 1 work program by the end of 2021.



Jim Spering

Chair, Blue Ribbon
Transit Recovery
Task Force

The Blue Ribbon Transit Recovery Task Force was convened in May 2020 in response to the COVID-19 pandemic, and its first charge was to advise MTC on the fair distribution of federal relief funds. Next, it supported transit operators' efforts to determine essential public safety commitments as COVID protocols were evolving.

This Plan is the culmination of the Task Force's work and includes identifying specific, near-term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

Thanks to all 32 Task Force members who spent over a year deep in collaborative dialogue in a respectful search for consensus. Special appreciation goes to the nine transit-agency general managers who actively participated while also tackling historically severe impacts to their organizations.

The Task Force benefited from California Secretary of Transportation David Kim's statewide perspective throughout. State Assemblymember David Chiu's unwavering commitment to seamless transit and his guiding-force clarity deserve special tribute. Enormous gratitude is offered to all transit workers for their steadfast service during this health crisis.

While meeting virtually was tedious at times, our format provided each Task Force member, as well as members of the public, the opportunity to speak. I also appreciate MTC staff's inclusive outreach in support of the Task Force, reflecting the group's adopted Equity Principles.

In truth, we took the opportunity afforded by the crisis to initiate changes that have long been recognized as building blocks of a world-class transit network. I'm proud of the work we've done and hope this Action Plan will inspire MTC and the wide array of community stakeholders and agency partners to move swiftly, and equitably – with primary focus on the customers we serve – to achieve the bold aspirations embedded in Plan Bay Area 2050.

BLUE RIBBON TRANSIT RECOVERY TASK FORCE ROSTER

Task Force members and public participants alike deserve appreciation for generously giving their time and attention to this exercise in civic engagement and shared problem-solving.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

Jim Spering,

Task Force Chair and Solano County Supervisor

Alfredo Pedroza

MTC Chair and Napa County Supervisor

Nick Josefowitz

MTC Vice Chair and San Francisco Mayor's Appointee to MTC

Cindy Chavez

Santa Clara County Supervisor

Gina Papan

City of Millbrae Council Member

David Rabbitt

Sonoma County Supervisor

Amy Worth

City of Orinda Mayor

Therese W. McMillan

MTC Executive Director

STATE OF CALIFORNIA REPRESENTATIVES

The Honorable Dave Cortese

California State Senate

The Honorable David Chiu

California State Assembly

The Honorable David Kim,

Secretary, California State Transportation Agency

TRANSIT OPERATORS

Michelle Bouchard,

Acting Executive Director

Carolyn M. Gonot,

Santa Clara Valley Transportation Authority (VTA), General Manager

Michael Hursh,

Alameda-Contra Costa Transit District, General Manager

Carter Mau,

San Mateo County Transit District (SamTrans), Acting General Manager and CEO

Denis Mulligan, Golden Gate Bridge, Highway and Transportation District, General Manager and CEO

Robert Powers, Bay Area Rapid Transit, General Manager

Rick Ramacier, County Connection, General Manager

Michael Tree, Livermore Amador Valley Transit Authority, General Manager

Jeffrey Tumlin, San Francisco Municipal Transportation Agency (SFMTA), Director of Transportation

Nancy Whelan, Marin Transit, General Manager

STAKEHOLDERS

Jason Baker, Silicon Valley Leadership Group, Vice President

John Ford, Commute.org, Executive Director

Ian Griffiths, Seamless Bay Area, Co-Founder and Director

Darnell Grisby, TransForm, Executive Director

Daryl Halls, Bay Area County Transportation Agencies

Randi Kinman, MTC Policy Advisory Council

James Lindsay, Amalgamated Transit Union, President

Stacy Murphy, Teamsters 853, Trustee

Susan Rotchy, Independent Living Resource Center, Executive Director

Ellen Wu, Urban Habitat, Executive Director

Jim Wunderman, Bay Area Council, President and CEO

FORMER TASK FORCE MEMBERS

Several Blue Ribbon Transit Recovery Task Force members departed positions during the course of the Task Force or served partial terms. Their service and contribution to the Task Force also are greatly appreciated.

Jim Beall

former California State Senator

Hayley Currier, TransForm, Policy Advocacy Manager

Nuria Fernandez, VTA, former General Manager

Carl Guardino, Silicon Valley Leadership Group, former CEO

Scott Haggerty, former MTC Chair and Alameda County Supervisor

Jim Hartnett, SamTrans/Caltrain, former General Manager/ Chief Executive Officer

Evelynn Tran, VTA, former Interim General Manager

“CHANGE IS HARDEST IN THE BEGINNING, MESSIEST IN THE MIDDLE, AND BEST AT THE END.”

ROBIN SHARMA

2020 began as a normal year in the San Francisco Bay Area. Perennial issues associated with housing, transportation and the economy churned along. FASTER Bay Area, a coalition of community and business groups, was finalizing its legislative request to place a \$100 billion ballot measure to fund a seamlessly integrated, world-class transit system before voters in the Fall.

By February 3rd, Assembly Member David Chiu had introduced AB 2057 which called for creating a Bay Area Seamless Transit Task Force to send the Legislature a report proposing reforms to the governance of the Bay Area's dozens of transportation agencies to maximize the performance of the entire public transit system by January 1, 2023.

Silently and unseen, the nation was also experiencing the first cases of what would become an unprecedented health crisis. The federal government announced the first confirmed case of COVID-19 in the United States on January 21st. Just ten days later, the World Health Organization declared a “global health emergency” and then elevated their declaration to “global pandemic” status on March 11th due to alarming levels of spread. On March 13th, a National Emergency was declared in the U.S. and within a week, California became the first state to issue a stay-at-home order mandating all residents to remain at home except to go to

an essential job or shop for essential needs. Life in the Bay Area changed instantly. Since then, over 450,000 Bay Area residents have been infected with the COVID virus and nearly 6,000 persons lost their lives.

As government, business and families struggled to respond to an extraordinary crisis, public transit ridership and revenues collapsed, creating an existential crisis for transit, and exacerbating and vastly deepening the pre-existing problem of declining demand for transit in the region. The Metropolitan Transportation Commission (MTC) moved quickly to respond to the immediate crisis while simultaneously recognizing that times of challenge and pain could offer an opportunity to plant the seeds of transformation for the Bay Area's public transit system. With this in mind, the Commission on April 22nd established the Blue Ribbon Transit Recovery Task Force to set a course for transit's recovery and long-term improvement.





EXECUTIVE SUMMARY

On April 22, 2020, the Metropolitan Transportation Commission (MTC) established a 32-person Blue Ribbon Transit Recovery Task Force (Task Force) to set a course for public transit's recovery and long-term improvement. MTC Commissioner Jim Sperring was appointed to serve as Chair. The group was composed of a diverse set of stakeholders, including California State Transportation Agency Secretary David Kim, two state legislators, eight MTC commissioners, the MTC executive director, nine transit agency general managers, and representatives of business, labor, social justice, persons with disabilities, transit advocates, county transportation agencies and MTC's Advisory Council. The Task Force met 15 times between May 2020 and July 2021.

The Task Force was charged with a three-stage purpose:

- **Stage 1** – Assist in distribution of \$500 million in remaining federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds.
- **Stage 2** – Support operators' recovery planning.
- **Stage 3** – Develop a Bay Area “Transit Transformation” action plan identifying actions needed to reshape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

Stage 3 was the Task Force's most complex assignment. Over a ten-month period, the Task Force actively debated among its members, listened to public comment, and reached consensus on crucial building blocks that informed the development of an action plan.

“TRANSIT TRANSFORMATION”

DEFINITION: Design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

EXECUTIVE SUMMARY

These building blocks included:

- Goals and Objectives
- Equity Principles
- Problem Statement
- Key outcomes
- Network management roles and responsibilities
- Alternative network management governance options

The culmination of the Task Force's work is the Bay Area Transit Transformation Action Plan (Action Plan). This plan focuses on the near-term actions (within three years) needed to begin transforming a vulnerable and diffuse network into a more connected, more efficient, and more user-focused mobility network that attracts many more users. It identifies five desired outcomes that are central to achieving transit transformation and 27 associated actions.



Transformation Action Plan Goals & Objectives

(adopted November 16, 2020)

GOAL 1: Recognize critical recovery challenges facing transit agencies.

GOAL 2: Advance equity.

GOAL 3: Identify near-term actions to implement beneficial long-term network management and governance reforms.

GOAL 4: Establish how current MTC and state transit initiatives should integrate with network management and governance reforms.

See *Appendix I* for complete Goals & Objectives

Several important features are built into the Action Plan:

- Ongoing collaboration among operators, MTC and the spectrum of transit stakeholders is essential to achieving a common vision.
- Elevating the urgent needs of the region's disadvantaged and low-income populations is central to planning and investment.
- MTC's existing authority should be exercised fully to implement the plan's recommended actions.
- Actions intended to accelerate work already underway at MTC on three important customer-focused initiatives – fare integration, unified mapping and wayfinding, and travel time advantages for buses – are high-priority, near-term actions.
- A business case analysis of institutional reforms with input from a multi-stakeholder advisory group is necessary to confirm implementation next steps.

This Action Plan focuses on near-term steps that generate needed customer benefits while simultaneously building toward longer-term system improvements. Transit transformation will take many years to achieve, and the Action Plan's identified actions will not be sufficient on their own. Independent and collaborative efforts by all transit operators must continue and grow. Joint legislative



advocacy and consistent public communication must be bolstered. Partnerships must be forged through the rail partnerships assessment grant and integrated with the Action Plan as it is implemented.

The Task Force jump-started this journey and has generated momentum, but restoring and growing transit ridership in the Bay Area will require an ongoing effort across multiple geographies and levels of government. Much of this work is and will continue to be focused at the local and sub-regional levels – where most transit trips occur. As the pandemic subsides, however, there is also a significant and not-to-be-missed opportunity to create an efficient, coordinated and customer-friendly system that enables Bay Area residents and visitors alike to confidently navigate across the region’s transit system with speed and ease.

The Action Plan’s ultimate success will depend on a commitment by MTC and transit operators to embrace changes that put the customer first, continued collaborative efforts with stakeholders, jointly developed legislative initiatives, and vital new sources of transit funding.

Transformational Outcomes

Fares and Payment

Simpler, consistent, and equitable fare and payment options attract more riders.

Customer Information

Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

Transit Network

Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.

Accessibility

Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

Funding

The Bay Area’s transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

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Date Published: 04/18/2022 02:00 PM

AMENDED IN SENATE APRIL 18, 2022

CALIFORNIA LEGISLATURE— 2021–2022 REGULAR SESSION

SENATE BILL**NO. 917**

Introduced by Senator Becker
(Principal coauthor: Assembly Member Quirk)
(Coauthors: Senators Dodd and Wiener)
(Coauthors: Assembly Members Lee, Levine, Mullin, and Ting)

February 03, 2022

An act to amend Section 66502 of, and to add Sections 66513.5, 66516.1, 66516.7, and 66516.8 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 917, as amended, Becker. Seamless Transit Transformation Act.

Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.

Under existing law, moneys in the ~~Transportation Planning and Development Account and~~ Public Transportation Account are continuously appropriated to the Controller for allocation to transportation planning agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board for purposes of the State Transit Assistance Program. Existing law requires the Controller to allocate those moneys to those entities based on population and qualifying revenue, as specified.

This bill would ~~make any of the region's transit agencies ineligible for an allocation of those moneys~~ *require the Metropolitan Transportation Commission to notify a transit agency* if the commission determines that the transit agency is out of compliance with the integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, or open data standards described ~~above~~ *above, and would require the commission to indicate what steps are needed to comply. If a transit agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, the bill would make that transit agency ineligible to receive a portion of those moneys in an amount to be determined by the commission. The bill would require a transit agency to regain access to any withheld funds upon demonstration of compliance.*

To the extent that this bill would mandate that a transit agency establish a new program or provide a higher level of service as part of an existing program, *and by imposing additional duties on the Metropolitan Transportation Commission*, the bill would impose a state-mandated local program.

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

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

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

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

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

SEC. 2. The Legislature finds and declares all of the following:

(a) Transit connectivity and integration in the nine-county San Francisco Bay area has been a longstanding challenge. Legislative efforts to mandate and incentivize coordination between dozens of disparate transit agencies date back to 1996 and earlier.

(b) Low-income residents, many of whom have experienced displacement and have long commutes requiring many transfers, are among the most adversely affected by the fragmentation, experiencing a significant financial burden from needing to pay multiple separate transit fares or being forced into costly vehicle ownership.

(c) As of 2017, only 5 percent of all trips in the San Francisco Bay area were made using transit. Per-capita transit ridership in the region decreased 12 percent between 1991 and 2016. "Plan Bay Area 2050," prepared by the Metropolitan Transportation Commission, has identified that to achieve climate, equity, and economic goals, the share of commuters who travel by transit must increase from 13 percent in 2015 to at least 20 percent by 2050.

(d) The COVID-19 pandemic has led to further ridership declines, due to both dramatic shifts in travel patterns and significant transit service cuts across the region. As the region emerges from the pandemic, transit ridership is recovering much more slowly than the economy as a whole; as of November 2021, transit ridership had recovered to just 40 percent of pre-COVID levels, while traffic on a majority of bay area bridges exceeded 90 percent of pre-COVID levels.

(e) In response to the COVID-19 pandemic, in May 2020, the Metropolitan Transportation Commission convened a 32-member Blue Ribbon Transit Recovery Task Force composed of transit agency managers, advocates, and elected officials, to coordinate transit recovery efforts and identify reforms that would position the bay area's transit system to emerge from the pandemic stronger and more connected than before and to help recover and grow transit ridership.

(f) In July 2021, the task force unanimously approved the Bay Area Transit Transformation Action Plan, which included 27 actions to increase ridership and improve fares and payment, customer access to information, transit network management, accessibility, and funding.

(g) In November 2021, the region's Fare Integration Task Force, co-led by Bay Area transit agencies and the Metropolitan Transportation Commission, unanimously adopted a policy vision statement supporting the advancement of key fare integration policies, including deployment of an all-agency transit pass, reduced cost transfers, and a common fare structure for regional *transit* services.

(h) Although the Legislature has generally authorized the Metropolitan Transportation Commission to set rules and regulations related to transit fare coordination and transit connectivity, to ensure that the recommendations emerging from the Bay Area Transit Transformation Action Plan are implemented by the region's transit agencies in a timely manner and for the benefit of current and future transit riders, this act is necessary.

SEC. 3. Section 66502 of the Government Code is amended to read:

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

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

(1) "Cable car service" means the historic cable car system operated by the San Francisco Municipal Transportation Agency.

~~(1)~~

(2) "Commission" means the Metropolitan Transportation Commission.

~~(2)~~

(3) "Region" means the region described in subdivision (a).

(4) "Local transit service" means bus and light rail transit service within or adjacent to a transit agency's defined service area within the region, excluding bus services that cross a toll bridge over San Francisco Bay.

(5) "Regional transit service" means all heavy rail, commuter rail, ferry, or express bus services, as designated by a transit agency, and bus services that cross a toll bridge over San Francisco Bay. Regional transit service does not include intercity passenger rail or services operated by the San Joaquin Regional Rail Commission.

~~(3)~~

(6) "Transit agency" means a public agency that meets all of the following requirements:

(A) The public agency provides surface transportation service to the general public, complementary paratransit service to persons with disabilities as required pursuant to Section 12143 of Title 42 of the United States Code, or similar transportation service to people with disabilities or the elderly.

(B) The public agency operates the service described in subparagraph (A) by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis.

(C) The public agency generally charges a fare for the service described in subparagraph (A).

SEC. 4. Section 66513.5 is added to the Government Code, to read:

66513.5. (a) The commission, in consultation with the ~~region's transit agencies,~~ *regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code,* shall develop and adopt a Connected Network ~~Plan on or before December 31, 2023.~~ *Plan. Subject to appropriation in the annual Budget Act or the availability of private nonstate funding for this purpose, the commission shall complete the Connected Network Plan on or before March 31, 2024. In the absence of an appropriation in the annual Budget Act or funding made available by a private nonstate source, the commission shall complete the Connected Network Plan by December 31, 2025.*

(b) The Connected Network Plan shall do all of the following:

(1) Be consistent with the State Rail Plan required pursuant to Section 14036 and California Transportation Plan updated pursuant to Section 65071.

(2) Identify connected network transit corridors and hubs of regional significance across the region.

(3) Establish a transit priority network for the region that identifies corridors that will most benefit from improvements that support fast and reliable transit service that avoids conflict with traffic congestion.

~~(3)~~

(4) Identify service-level standards for different parts of the network to optimize access across the region, particularly for low-income and transit-dependent populations, corresponding to different density and land use conditions, including by doing both of the following:

(A) Identifying target travel times between key transit hubs, service frequencies, and operating hours for weekdays, Saturdays, and Sundays.

(B) Quantifying access to jobs, housing, and ~~other achievable opportunities~~ *major regional amenities, including, but not limited to, educational institutions, medical facilities, and major recreational destinations.*

~~(4)~~

(5) Identify operating and capital funding needs associated with the Connected Network Plan.

~~(5) Identify potential governance, institutional, or legislative changes that would support the Connected Network Plan.~~

SEC. 5. Section 66516.1 is added to the Government Code, to read:

66516.1. (a) (1) Consistent with Section 66516, on or before December 31, 2023, the commission shall adopt an integrated transit fare structure that will become effective on or before July 1, 2024. The integrated transit fare structure shall be developed in consultation with the regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code.

(2) The commission, in consultation with the ~~region's transit agencies~~ *regional transit coordinating council described in paragraph (1)*, shall annually review the integrated transit fare structure to determine if updates are ~~necessary~~ *necessary, and shall make updates based on the review and consultation.*

(3) Each of the region's transit agencies shall comply with the integrated transit fare structure.

(b) The integrated fare structure shall include all of the following:

(1) No-cost ~~local-local and local-regional~~ *local transit service transfers and reduced-cost regional transit service transfers*, regardless of whether transfers are between the same transit agency or multiple transit ~~agencies~~ *agencies, except if the transfer is to a cable car service. In the case of a transfer to a cable car service, the San Francisco Municipal Transportation Agency may determine the appropriate transfer fare policy.*

~~(2) A common fare structure for regional services by which trips involving one or more regional services are priced equivalently.~~

~~(3)~~

(2) Common transfer rules for local fares, such as means for validation.

~~(4)~~

(3) Common definitions for adults, youth, seniors, persons with disabilities, and other categories.

~~(5) A multi-agency pass, which may include a cap, that allows access to all services provided by the region's transit agencies on a daily or monthly basis for one set price.~~

~~(6) A simplified system for local transit fares across the region, whereby the differences in local transit fares are minimized and intersecting local transit services have the same fares.~~

(c) *On or before March 31, 2024, the commission, in consultation with the regional transit coordinating council described in subdivision (a), shall develop an estimate of the anticipated annual financial impact associated with implementing each of the following policies:*

(1) A common fare structure for regional transit services by which trips involving one or more regional transit services are priced equivalently.

(2) A multiagency pass, which may include a cap, that allows access to local transit services and regional transit services provided by the region's transit agencies on a daily or monthly basis for one set price, except for paratransit service as required by Section 37.121 of Title 49 of the Code of Federal Regulations.

(d) If the commission or transit agencies secure sufficient additional funding to offset the annual net cost based on the financial impact estimate prepared pursuant to subdivision (c) to implement a multiagency pass, as described in paragraph (2) of subdivision (c), over a three-year period, that policy shall be incorporated into the integrated regional fare structure and implemented on a pilot basis for three years.

(e) If the commission or transit agencies secure sufficient additional funding to offset the ongoing annual net cost based on the financial impact estimate prepared pursuant to subdivision (c) to implement a common fare structure for regional transit services as described in paragraph (1) of subdivision (c), over a three-year period, that policy shall be incorporated into the integrated regional fare structure and be implemented on a pilot basis for three years. The commission shall develop this common fare structure for regional transit services in consultation with the regional transit coordinating council described in subdivision (a) and shall present a draft of the policy at a public meeting at least 30 days before its adoption. The timing of when the policy shall take effect shall be determined by the commission in consultation with the regional transit coordinating council described in subdivision (a).

~~(c)~~

(f) On or before October 1 of each year, each of the region's transit agencies shall notify the commission of any proposed change to its fares in order to facilitate the alignment of fare policies across the region's transit agencies in the integrated transit fare structure for the following year. The commission shall disseminate that information to all of the region's transit agencies.

~~(d) Consistent with Section 99314.7 of the Public Utilities Code, if the commission determines that one of the region's transit agencies is out of compliance with the integrated fare structure described in subdivision (a), then that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~

(g) Transit agencies shall make every effort to comply with the requirements of this section without affecting transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with the integrated fare structure described in subdivision (a), then the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

~~(e)~~

(h) This section does not prohibit a transit agency from offering free ~~transit~~ or discounted transit fares for the categories of riders described in paragraph (3) of subdivision (b).

SEC. 6. Section 66516.7 is added to the Government Code, to read:

66516.7. (a) The Legislature finds and declares both of the following:

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

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

(b) (1) The commission, in consultation with the ~~region's transit agencies~~, *regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code*, shall, on or before July 1, ~~2024~~, 2025, do both of the following:

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

transit agency branding may be permitted. The system shall assess and identify standards required for wayfinding information to be accessible and usable by people with disabilities.

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

(2) ~~Each~~ *Any new investments to mapping and wayfinding, including replacement and upgrades, made by any* of the region's transit agencies shall ~~implement and comply with the comprehensive,~~ *adhere to the* standardized regional transit mapping and wayfinding system and implementation and maintenance strategy and funding plan developed pursuant to this subdivision.

(c) Each of the region's transit agencies shall use only the ~~comprehensive,~~ standardized regional transit mapping and wayfinding system ~~by July 1, 2025,~~ *for all new mapping and wayfinding investments, including replacements and upgrades, made on or after January 1, 2026,* unless the commission adopts a schedule that sets out an alternate deployment timeline.

(d) In consultation with the regional transit coordinating council described in subdivision (b), the commission shall update the standardized regional transit mapping and wayfinding system and implementation and maintenance strategy and funding plan, as needed.

(e) Nothing in this section shall prevent a transit agency from displaying their own map on a temporary basis if the regional transit mapping and wayfinding system is unavailable or incapable of addressing the need due to unforeseen circumstances.

~~(d) If~~

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting existing service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), then ~~that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~ the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

SEC. 7. Section 66516.8 is added to the Government Code, to read:

66516.8. (a) The Legislature finds and declares all of the following:

(1) Studies have shown that travelers view the wait time at a transit stop as the most inconvenient part of the transit journey experience.

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

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

(4) Transit riders should have access to consistent and uniform real-time information across all transit services in the region.

(b) (1) On or before ~~January~~ *July* 1, 2023, the commission shall establish open data standards, in consultation with the regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code, that are aligned with, but may exceed, any data standards adopted by the state to provide real-time transit vehicle location, arrival and departure *times and* predictions, and service alerts data to transit ~~riders.~~ *riders, and shall assist in the analysis of transit service to improve service quality. A transit agency may elect not to disclose vehicle location information if it can otherwise comply with the open data standards related to providing arrival*

and departure times and predictions. The commission shall update the open data standards, in consultation with the regional transit coordinating council described in this paragraph, as needed.

(2) The standards shall enable the provision of real-time arrival data and follow generally accepted accessibility standards.

~~(2)~~

(3) Each of the region's transit agencies shall comply with the standards established pursuant to this ~~subdivision~~ subdivision and shall share their data with the commission in a format that is compatible with the standards.

(c) The commission shall coordinate the activities of the region's transit agencies pursuant to subdivision (b), ~~serve as the region's point of contact for data development and dissemination~~ *disseminate data collected pursuant to this section* to third parties, and develop an implementation and funding plan for deployment of real-time information.

(d) Nothing in this section shall preclude transit agencies from using real-time data that they collect for any purpose, such as in the development of a transit agency's own mobile application or powering real-time arrival or departure information on their internet website, as long as the data are also shared with the commission.

(e) Nothing in this section shall preclude transit agencies from sharing real-time data directly with third parties, as long as the data are also shared with the commission.

~~(d)~~If

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), then ~~that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~ the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the transit agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for more funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

SEC. 8. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 10

DATE: May 19, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 5/24/22 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, minor utilities upgrades, turn restrictions, and improvements to sidewalks; way-finding; 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 Fall 2022. A new Muni streetcar track loop circling the block between 7th and McAllister streets 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 advertised the project on October 13, 2021 and received two bids by the bid due date December 1, 2021. The BMS team anticipates awarding the construction contract in late May 2022 with construction expected to last less than 2 years. At the May 24 meeting, Cristina Calderón Olea, SFPW project manager, will provide a project update, including describing the bicycle detour plans and business mitigation plan as requested by 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. SFPW has been working with SFMTA on the F-Line Loop which has to start construction by September 2025 as required by the BUILD grant.

DISCUSSION

Status and Key Activities. Contract Bid and Award: As a result of community input and the need to reduce construction impact, the project team selected an alternative that 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. 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 BMS team advertised the construction contract on October 13, 2021 and received two bids on December 1, 2021. The BMS team has reviewed the bids and are preparing to award



the contract in late May 2022. The first few months of the contract period will be for construction planning, submittals, procurement and mobilization. The project team will also pothole along Market Street to locate underground utilities prior to groundbreaking in Fall 2022.

Construction Phase Outreach and Mitigation Efforts. The project team will actively conduct outreach during construction to respond to concerns and reduce impacts to business and residents. The Office of Economic and Workforce Development (OEWD) will lead the outreach efforts to businesses. OEWD's Invest in Neighborhood Initiative will serve as a business liaison and point of contact for business support services. OEWD's Open for Business Program will provide direct marketing support for businesses in areas with active construction. Participating merchants will help guide the program's direction and marketing efforts. The project will also have a Business Working Group to help promote small business along the corridor. The Business Working Group will meet prior to the start of construction and during construction.

The team will also keep the F Market streetcars running as much as possible except for three 2-week closures for construction at intersections.

The project team has prepared bicycle detour plans during construction. In the eastbound direction, the bicycle detour will be along Folsom Street which has an existing protected bike lane. The eastbound detour will add 5 minutes to the travel time. In the westbound direction, the bicycle detour will be along Howard or Turk/Polk streets. Howard Street has an existing protect bicycle lane, Turk Street has a bicycle lane, and Polk Street has one protected bicycle lane and one regular bicycle lane. The westbound detour will add 4-5 minutes to the travel time. 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. The construction team will provide signage to direct the bicyclists during construction.

Spear Street Change: To improve traffic circulation after the Quick Build implementation which restricted private vehicles on Market Street between Steuart Street and Van Ness Avenue, SFMTA started work on April 26 to convert Spear Street between Market and Mission streets from one-way to two-way to provide an alternate route for private vehicles to access Market, Spear and Steuart streets, where access is limited. The work is now completed and motorists can travel northbound on Spear Street from Mission Street to Market Street where they are required to turn right onto Market Street eastbound to Steuart Street. Left turns from Spear Street continue to be restricted in compliance with Car-Free Market Street. As part of the one-way to two-way conversion, the SFMTA installed new bi-directional traffic signs and striping as well as changed the direction of the commercial loading/parking spaces along the east side of the street. There were no changes to parking or loading on the west side of street. This work is complementary to the Better Market Street project and was separately funded from the project budget.



Community-Led Public Program: SFPW recently announced a Request for Proposals (RFP) from local non-profit organizations to assist with a community-led program. The RFP is for educational, interpretive, or commemorative public programs that provide new insights on the public's historical or contemporary experiences of Market Street, commemorate Market Street's long history; and celebrate the diverse and vibrant communities that live and work along Market Street. SFPW anticipates receiving proposals on May 25, 2022.

Project Cost and Funding. The project received two bids and the project team is evaluating the bids and preparing to award the contract. As shown in Attachment 1, The BMS project has secured \$202.5 million in funding from the federal BUILD grant program, One Bay Area Grant (OBAG) Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Phase 1 is still fully funded. Funds not used for Phase 1 will be applied to future phases. We anticipate a significant remaining funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.

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. The current project alternative, 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 roadway 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.

The project team is focused on getting Phase 1 construction started and has not developed a recommendation for the long-term vision for the full corridor. Funding for the overall project remains a significant challenge and a risk for completion of the longer-term project. The current construction industry is also experiencing higher than expected price increases which may lead to higher project costs for the overall project and future phases.



FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Better Market Street Funding Plan



Attachment 1 - Better Market Street Funding Plan

Funding Source	Corridor Env & 30% design	Design	Phase 1 Redesign	Construction	Future Phases	Total
General Fund	\$5.16					\$5.16
Octavia Land Sales	\$3.05					\$3.05
Market Octavia Impact Fees	\$1.50					\$1.50
Transit Center Impact Fees					\$2.00	\$2.00
Prop A GO Bond	\$12.96	\$7.64	\$7.00	\$30.30	\$68.37	\$126.27
SFMTA Transit Funds		\$1.36				\$1.36
Prop K		\$2.23		\$5.48	\$6.16	\$13.87
BUILD				\$15.00		\$15.00
OBAG				\$3.37		\$3.37
Repurposed Federal Earmark				\$0.07		\$0.07
AHSC Grant				\$2.70		\$2.70
BART (8th/Grove/Hyde/Market)		\$0.23		\$0.62		\$0.85
FY22 COP				\$3.00		\$3.00
PUC		\$2.10			\$22.16	\$24.26
Total Identified Funding	\$22.67	\$13.56	\$7.00	\$60.54	\$98.69	\$202.46



Memorandum

AGENDA ITEM 11

DATE: May 19, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 05/24/22 Board Meeting: Major Capital Project Update: Caltrain Modernization Program

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

CalMod is a \$2.72 billion suite of projects including Positive Train Control (PTC) and the Peninsula Corridor Electrification Project (PCEP). PTC was completed in December 2020. As of April 30, 2022, the PCEP, comprised of electrification of the Caltrain line between San Jose and San Francisco, upgrade of the signal system, and the procurement of electric multiple-unit vehicles, has expended 67.2% of its current budget. Work on the installation of the Overhead Contact System poles, cantilever arm, and wire continues and the traction power facilities are 88% complete. On March 20, 2022, the first and second electrified trainsets arrived at Caltrain's maintenance facility, where they are undergoing static testing prior to dynamic testing on the line. In December 2021, the Caltrain Board adopted a new Baseline Budget for the PCEP of \$2.44 billion, an increase of \$462 million over the original Baseline Budget. The new budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool plus \$40 million in allocated and unallocated contingency. Caltrain is actively pursuing multiple options for addressing the cost increase. Funds secured thus far include \$52.4 million from the American Rescue Plan Act and \$150 million from the issuance of tax-exempt bonds secured by Measure RR. The bonds are structured to be payable from the sale of Low Carbon Fuel Standards credits upon electrified revenue service. Options being pursued to cover the remaining \$260 million gap include federal and state funding opportunities. A final fallback measure is the Four-Party Agreement, under which the Transportation Authority, San Mateo County

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



Transportation Authority (SMCTA), Valley Transportation Authority (VTA), and the Metropolitan Transportation Commission (MTC) each committed to helping to seek and secure up to an additional \$50 million each, for a collective \$200 million backstop for PCEP in the event of cost over-runs or shortfalls in revenues. The PCEP revenue service date remained unchanged at the fourth quarter of calendar year 2024, which includes a six-month contingency.	
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BACKGROUND

Caltrain Modernization Program (CalMod). CalMod is a \$2.72 billion suite of sustainable projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality and reducing greenhouse gas emissions. CalMod includes the PTC Project, which was completed on December 17, 2020, and the Peninsula Corridor Electrification Project, which has two components: electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric multiple-unit (EMU) vehicles to operate on the electrified railroad. Revenue service is anticipated for the fall of 2024.

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

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners including the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo, and Santa Clara), the MTC, and the California High-Speed Rail Authority (CHSRA). Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three PCJPB counties have a local contribution of \$80 million each to the CalMod program. The Transportation Authority provided about \$41 million, primarily from the Prop K sales tax and One Bay Area Grant programs. The San Francisco Municipal Transportation Agency (SFMTA) provided the remaining \$39 million of San Francisco’s local contribution from the Prop AA General Obligation Bond, completing San Francisco’s \$80 million contribution to CalMod.

The Funding Partners oversight protocol for CalMod, requires the Executive Director of Caltrain to attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of the President of the Board of Supervisors, the updates since 2019 have taken place at Transportation Authority Board meetings.



DISCUSSION

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

Positive Train Control (PTC). This \$329 million project is complete. PTC is an advanced signal system that equipped the corridor with federally-mandated safety technology. Caltrain received conditional approval of the Positive Train Control Safety Plan from the Federal Railroad Administration (FRA) on December 17, 2020, and is currently in Extended Revenue Service Demonstration and fully interoperable with all tenants on the rail corridor. At its September 2020 meeting, the PCJPB approved a follow-on maintenance agreement with Wabtec Corporation, the PTC project's contractor.

Peninsula Corridor Electrification Project (PCEP). In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017. As of April 30, 2022, expenditures on the PCEP reached \$1.64 billion, 67.2 % of the \$2.44 billion current budget. Work is progressing on both the Electrification and the Vehicles components of the project.

On Thursday, March 10, 2022, there was one significant incident in which a southbound Caltrain train struck PCEP work crew equipment in San Bruno. Two employees were injured and transported to the hospital. One employee required hospitalization, and the other was treated and released. There were eleven passengers who were also treated with minor injuries at the scene and released. The train was carrying 75 passengers at the time of the incident. The incident remains under investigation by the National Transportation Safety Board, the FRA, the California Public Utilities Commission, California Occupational Safety and Health Administration (CalOSHA), as well as Caltrain's internal safety team. A Caltrain Safety Task Force has been mobilized to assess incident lessons learned and initiate proactive measures to improve system safety. Caltrain has implemented the recommendations of the Safety Task Force.

Work on the installation of the Overhead Contact System (OCS) poles, cantilever arms, and wire continues. OCS foundations are complete and pole installation is expected to complete in July 2022. Wire has been completed in Segments 3 and 4. At the north end of the system, completion of wire installation in Segments 1 and 2 is anticipated for March 2023 and November 2022 respectively.

The Traction Power Facilities are 88% complete. Traction Power Substations 1 and 2 are now complete. Remaining work, which includes seven paralleling stations, power connection, energization, commissioning, and testing, is anticipated to be completed by Fall 2022. Signals and Communication Systems construction also continues. The contractor is currently completing the punch list on Segment 4, and it is anticipated that this segment will be handed over to Caltrain in Summer of 2022. Caltrain will use this segment for vehicle testing and commissioning. Segment 2 is anticipated to be completed in November 2022, and Segments 1 and 3 are expected to be completed by July 2023. Signal cutovers in Segment 2, which were postponed due to the aforementioned incident, are anticipated to be completed by the end of May.



Staff anticipates energizing Segment 4, which will allow running test trains in the segment, by September 2022.

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

Vehicles. On September 6, 2016, Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City, Utah.

The first and second trainsets arrived at Caltrain's Central Maintenance and Operations Facility on March 20, where they are undergoing static testing prior to dynamic testing on Segment 4 once it is ready. The next two trainsets will arrive in June, and the 14th trainset is anticipated to arrive by January 2024, in time for revenue service in the fall of 2024. The 19th trainset's anticipated arrival is for summer 2024 (trainsets 15 through 19 represent additional trainsets purchased with funding outside of the PCEP budget).

Supply chain issues and labor turnover/shortages continue to be the primary issues for final assembly in Salt Lake City.

Central Maintenance and Operations Facility. The contractor for the facility upgrades is completing the punch list items. Completion is anticipated this spring.

Cost and Schedule. On December 6, 2021, the Caltrain Board adopted a new Baseline Budget for the PCEP of \$2.44 billion, an increase of \$462 million over the original Baseline Budget. This new budget reflects the completed negotiations with the contractor on a global settlement for \$346.68 million to resolve issues related to the two-speed check solution for the signaling system at crossings, outstanding Change Orders mostly related to differing site conditions encountered during foundation installation, and COVID. In addition, project staff conducted a "budget scrub" which resulted in a \$115.76 million cost increase. The new budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool plus \$40 million in allocated and unallocated contingency. The Revenue Service date remained unchanged for the fourth quarter of calendar year 2024, which includes a six-month contingency.

Funding Gap. Caltrain staff is actively pursuing multiple options for addressing the \$462 million budget increase. Funds secured thus far include:

- **American Rescue Plan Act:** Caltrain already has received \$52.4 million from the federal American Rescue Plan Act for the PCEP cost increase.
- **Issuance of tax-exempt bonds:** On February 3, 2022, having received authorization from the three member agencies, the Caltrain board approved the issuance of bonds secured by Measure RR (three-county 1/8-cent Caltrain sales tax measure approved in 2020). The bonds are structured to be payable from the sale of Low Carbon Fuel



Standards credits upon electrified revenue service. On March 2, 2022, Caltrain issued bonds providing the \$150 million in funds for the project.

Options being pursued to cover the remaining \$260 million gap include:

- **Federal and State funding opportunities:** Caltrain is actively pursuing other grant sources. On February 15, 2022, Assemblymembers Mullin, Berman, and Wiener introduced Assembly Bill (AB) 2197, that would appropriate \$260 million from the General Fund for allocation to the PCJPB for the purpose of completing the Caltrain Electrification Project. The Transportation Authority has adopted a support position on AB 2197. In March, the MTC approved the Bipartisan Infrastructure Law Regional Grant Strategy, which named the Electrification project as a priority for the Federal-State Partnership for Intercity Passenger Rail program. Caltrain is also actively seeking other sources at the federal level.
- **Four-Party Agreement:** A part of the Full Funding Grant Agreement process, the Transportation Authority, San Mateo County Transportation Authority, VTA, and MTC each committed to helping to seek and secure up to an additional \$50 million, for a collective \$200 million backstop for PCEP in the event of cost over-runs or shortfalls in revenues.

We are concurrently working with Caltrain and the funding partners on expanding and implementing the risk mitigation measures contained in the Risk Management Plan for the remainder of the project, seeking to reduce the amount of additional funding ultimately required to complete the project. We are also interested in working with all the funding partners to seek additional federal and state funding and support Caltrain advocacy to secure those funds. Cash flow projections indicate that the \$260 million in additional funding will be needed prior to July 2023.

Progress Reports. Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available. Peninsula Corridor Electrification Project reports are located at:

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

Challenges and Opportunities. In addition to needing to secure funds to cover the anticipated increased project cost and contingency, there are some challenges that may impact Caltrain's ability to complete CalMod, even within a new schedule and budget. Although already considered in the adopted new cost and schedule, the primary risk items that we are monitoring include:

- Potential for Stadler's sub-suppliers to fall behind schedule or delays in parts supply chain result in late completion of vehicles
- Segment 4 may not be fully installed and tested prior to EMU readiness
- Extent of differing site conditions and associated redesign efforts results in delays to the completion of the electrification contract and increases program costs



- The contractor may not complete signal and communication design, installation, and testing for the “two-speed check” modifications within budget and schedule
- Change of vehicle sub-suppliers results in additional first article inspections at cost to PCJPB (i.e., COVID, bankruptcy)

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None, as this is an information item. This update will be presented to the Community Advisory Committee at its May 25, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - PCEP Segment Map



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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 12

DATE: April 28, 2022

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 05/24/22 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2022

<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 March 31, 2022.</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 nine months ending March 31, 2022, the numbers in the prorated adopted budget amendment column are three-fourths of the total amended 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 March 31, 2022, 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 March 31, 2022. Cash, deposits, and investments, total to \$105.6 million. Other assets total to \$52.3 million, which mainly includes, \$15.9 million sales tax receivable, and \$24.8 million of the program receivables. Liabilities total \$280.5 million, as of March 31, 2022, and mainly includes \$7.8 million in accounts payable, \$39.7 million in accounts payable to the City and County of San Francisco and \$225.3 million in sales tax revenue bond and premium amounts (Series 2017).



There is \$140.0 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 included \$28.6 million in restricted fund balance and \$168.7 million in 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 (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 amendment to actual levels for revenues and expenditures for the nine months (three quarters) of the fiscal year. We earned \$96.1 million in revenues, including \$74.5 million in sales tax revenues, \$3.5 million in vehicle registration fee, \$3.1 million in traffic congestion mitigation tax, and \$14.8 million in total program revenues for the nine months ending March 31, 2022. Total revenue was higher than the prorated budget amendment estimates by \$178,044. This variance amount mainly includes \$4.8 million higher in sales tax revenue as pandemic restrictions are relaxing, we are seeing growth in sales tax revenues across multiple sectors including general retail, food/restaurant and transportation; \$1.3 million lower in Traffic Congestion Mitigation Tax collection but expected to catch up by the end of the fiscal year; and \$3.2 million lower in program revenues mainly due lower reimbursements from federal, state and regional revenues for the Yerba Buena Island Southgate Road Realignment Project resulting from the timing of project invoices received and paid. However, we are still on track to complete by Summer 2022.

As of March 31, 2022, we incurred \$91.8 million of expenditures, including \$19.6 million in debt principal payment and service cost for the sales tax revenue bond; \$7.3 million for personnel and non-personnel expenditures; and \$64.8 million of capital project costs. Total expenditures were lower than the prorated amended budgetary estimates by \$67.7 million. This amount mainly includes a net non-favorable variance of \$3.3 million for debt services costs, and a favorable variance of \$69.1 million in capital project costs. The net non-favorable variance of \$3.3 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 \$69.1 million in capital project costs mainly includes, \$10.2 million in Congestion Management Agency Programs, \$5.0 million in Vehicle Registration Fee for Transportation Improvements Programs, \$1.3 million in Traffic Congestion Mitigation Tax Program and \$52.6 million in the Sales Tax Program. The \$10.2 million of variance in the Congestion Management Agency programs is mainly related to the timing of invoices received and paid on the Yerba Buena Island Southgate Road Realignment Project as noted above in Program Revenues section. In addition, engineering and environmental activities for the US 101/I-280 Managed Lanes and Express Bus Project are delayed due to attaining Caltrans agreements and topographic surveys. The \$817,134 of variance in the TIMMA Program is mainly related to



toll policy adoption delay, thus pushing toll system delivery back. Also, additional coordination efforts with the Federal Highway Administration and the San Francisco Municipal Transportation Agency are required prior to the release of the Request for Proposals for the Treasure Island Autonomous Vehicle Shuttle Services Pilot Project. The remaining \$5.0 million, \$1.3 million, and \$52.6 million variances in Vehicle Registration Fee for Transportation Improvements programs, Traffic Congestion Mitigation Tax Program and sales tax program capital project costs are mainly due to costs (reimbursement requests) from project sponsors that have been incurred, but not yet received. As similar to prior years, we anticipate a higher amount of reimbursement requests and expenditures in the next quarter.

Investment Compliance. As of March 31, 2022, approximately 56.0% 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 October 2021, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million. As of March 31, 2022, the Transportation Authority does not have any outstanding balance in the loan.

As of March 31, 2022, total outstanding bond principal and premium balance is \$225.3 million. We made cumulative payments of \$74.5 million, including principal payment of \$39.9 million and interest payment of \$34.6 million.

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)
March 31, 2022

	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	\$ 26,322,577	\$ -	\$ 1,715,414	\$ 18,410,313	\$ -	\$ -	\$ 46,448,304
Deposits and investments with City Treasurer	50,696,904	-	-	-	-	8,495,411	59,192,315
Sales tax receivable	15,856,805	-	-	-	-	-	15,856,805
Vehicle registration fee receivable	-	-	-	738,288	-	-	738,288
Interest receivable from City and County of San Francisco	314,314	-	-	-	-	-	314,314
Program receivables	-	24,668,369	-	-	113,990	-	24,782,359
Receivable from the City and County of San Francisco	-	1,213,849	-	-	1,747,171	-	2,961,020
Other receivables	3,077	-	-	-	-	-	3,077
Due from other funds	7,534,741	-	-	-	-	-	7,534,741
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
Total Assets	\$ 100,809,998	\$ 25,882,218	\$ 1,715,414	\$ 19,148,601	\$ 1,861,161	\$ 8,495,411	\$ 157,912,803
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
Liabilities							
Accounts payable	\$ 4,122,880	\$ 3,397,831	\$ -	\$ -	\$ 205,540	\$ 66,560	\$ 7,792,811
Accounts payable to the City and County of San Francisco	36,935,522	-	290,316	2,447,914	-	1,235	39,674,987
Accrued salaries and taxes	193,820	-	-	-	-	-	193,820
Sales tax revenue bond (series 2017)	225,330,113	-	-	-	-	-	225,330,113
Due to other funds	-	6,086,074	440,931	325,863	624,381	57,492	7,534,741
Total Liabilities	\$ 266,582,335	\$ 9,483,905	\$ 731,247	\$ 2,773,777	\$ 829,921	\$ 125,287	\$ 280,526,472
Deferred Inflows of Resources							
Unavailable revenues	\$ -	\$ 16,398,313	\$ -	\$ -	\$ 1,031,240	\$ -	\$ 17,429,553
Total deferred inflows of resources	\$ -	\$ 16,398,313	\$ -	\$ -	\$ 1,031,240	\$ -	\$ 17,429,553
Fund Balances							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	2,864,318	-	984,167	16,374,824	-	8,370,124	28,593,433
Unassigned	(168,718,235)	-	-	-	-	-	(168,718,235)
Total Fund Balances (Deficit)	\$ (165,772,337)	\$ -	\$ 984,167	\$ 16,374,824	\$ -	\$ 8,370,124	\$ (140,043,222)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 100,809,998	\$ 25,882,218	\$ 1,715,414	\$ 19,148,601	\$ 1,861,161	\$ 8,495,411	\$ 157,912,803



**San Francisco
County Transportation
Authority**

Attachment 2

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
For the Nine Months Ending March 31, 2022

	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 Amendment Fiscal Year 2021/22	Variance With Prorated Adopted Budget Positive (Negative)
REVENUES									
Sales tax	\$ 74,509,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,509,431	\$ 69,659,850	\$ 4,849,581
Vehicle registration fee	-	-	-	3,468,479	-	-	3,468,479	3,625,536	(157,057)
Traffic congestion mitigation tax	-	-	-	-	-	3,148,661	3,148,661	4,410,000	(1,261,339)
Investment income	233,812	-	589	689	-	-	235,090	243,570	(8,480)
Program revenues	-	13,349,383	360,786	-	1,049,046	-	14,759,215	18,003,876	(3,244,661)
Total Revenues	\$ 74,743,243	\$ 13,349,383	\$ 361,375	\$ 3,469,168	\$ 1,049,046	\$ 3,148,661	\$ 96,120,876	\$ 95,942,832	\$ 178,044
EXPENDITURES									
Current - transportation improvement									
Personnel expenditures	\$ 2,260,450	\$ 2,243,201	\$ 19,419	\$ 176,346	\$ 484,034	\$ 57,493	\$ 5,240,943	\$ 6,748,338	\$ 1,507,395
Non-personnel expenditures	2,018,596	21,261	-	634	44,130	-	2,084,621	2,480,379	395,758
Capital project costs	51,143,327	11,168,919	135,008	1,752,004	548,687	98,967	64,846,912	133,967,484	69,120,572
Debt service									
Principal	13,710,000	-	-	-	-	-	13,710,000	10,282,500	(3,427,500)
Interest and fiscal charges	5,913,375	-	-	-	-	-	5,913,375	6,009,264	95,889
Total Expenditures	\$ 75,045,748	\$ 13,433,381	\$ 154,427	\$ 1,928,984	\$ 1,076,851	\$ 156,460	\$ 91,795,851	\$ 159,487,965	\$ 67,692,114
Excess (Deficiency) of Revenues Over (Under) Expenditures	\$ (302,505)	\$ (83,998)	\$ 206,948	\$ 1,540,184	\$ (27,805)	\$ 2,992,201	\$ 4,325,025	\$ (63,545,133)	\$ 67,870,158
OTHER FINANCING SOURCES (USES)									
Transfer in	\$ -	\$ 83,998	\$ -	\$ -	\$ 27,805	\$ -	\$ 111,803	\$ 8,699,766	\$ (8,587,963)
Transfer out	(111,803)	-	-	-	-	-	(111,803)	(8,699,766)	8,587,963
Draw on revolving credit agreement	-	-	-	-	-	-	-	37,500,000	(37,500,000)
Total Other Financing Sources (Uses)	\$ (111,803)	\$ 83,998	\$ -	\$ -	\$ 27,805	\$ -	\$ -	\$ 37,500,000	\$ (37,500,000)
NET CHANGE IN FUND BALANCES	\$ (414,308)	\$ -	\$ 206,948	\$ 1,540,184	\$ -	\$ 2,992,201	\$ 4,325,025	\$ (26,045,133)	\$ 30,370,158
Fund Balances - Beginning	\$ 59,972,084	\$ -	\$ 777,219	\$ 14,834,640	\$ -	\$ 5,377,923	\$ 80,961,866		
Sales tax revenue bond (series 2017)	(225,330,113)	-	-	-	-	-	(225,330,113)		
Fund Balances (Deficit) - End	\$ (165,772,337)	\$ -	\$ 984,167	\$ 16,374,824	\$ -	\$ 8,370,124	\$ (140,043,222)		

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 March 2022

April 15, 2022

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

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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2022. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2022 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

	Current Month		Prior Month	
(in \$ million)	<u>Fiscal YTD</u>	<u>March 2022</u>	<u>Fiscal YTD</u>	<u>February 2022</u>
Average Daily Balance	\$ 13,232	\$ 13,879	\$ 13,150	\$ 13,555
Net Earnings	52.13	7.02	45.11	6.13
Earned Income Yield	0.52%	0.60%	0.52%	0.59%

CCSF Pooled Fund Statistics *

(in \$ million)	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
U.S. Treasuries	35.35%	\$ 5,014.9	\$ 4,825.1	0.76%	0.60%	842
Federal Agencies	33.84%	4,748.0	4,618.6	0.89%	0.87%	783
Public Time Deposits	0.29%	40.0	40.0	0.48%	0.48%	123
Negotiable CDs	14.36%	1,960.0	1,960.0	0.50%	0.50%	141
Commercial Paper	5.38%	733.6	734.2	0.00%	0.40%	91
Money Market Funds	6.56%	895.2	895.2	0.12%	0.12%	1
Supranationals	4.22%	596.5	576.0	0.87%	0.80%	766
Totals	100.0%	\$ 13,988.3	\$ 13,649.0	0.71%	0.64%	620

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, Meghan Wallace
 Ben Rosenfield - Controller, Office of the Controller
 Mark de la Rosa - Acting Audits Director, Office of the Controller
 Mayor's Office of Public Policy and Finance
 San Francisco County Transportation Authority
 San Francisco Public Library
 San Francisco Health Service System

Portfolio Summary

Pooled Fund

As of March 31, 2022

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 5,000.0	\$ 5,014.9	\$ 4,825.1	96.22	35.35%	100%	Yes
Federal Agencies	4,746.1	4,748.0	4,618.6	97.27	33.84%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	40.0	40.0	40.0	100.00	0.29%	100%	Yes
Negotiable CDs	1,960.0	1,960.0	1,960.0	100.00	14.36%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	735.0	733.6	734.2	-	5.38%	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	895.2	895.2	895.2	100.00	6.56%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	588.5	596.5	576.0	96.55	4.22%	30%	Yes
TOTAL	\$ 13,964.9	\$ 13,988.3	\$ 13,649.0	97.57	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.

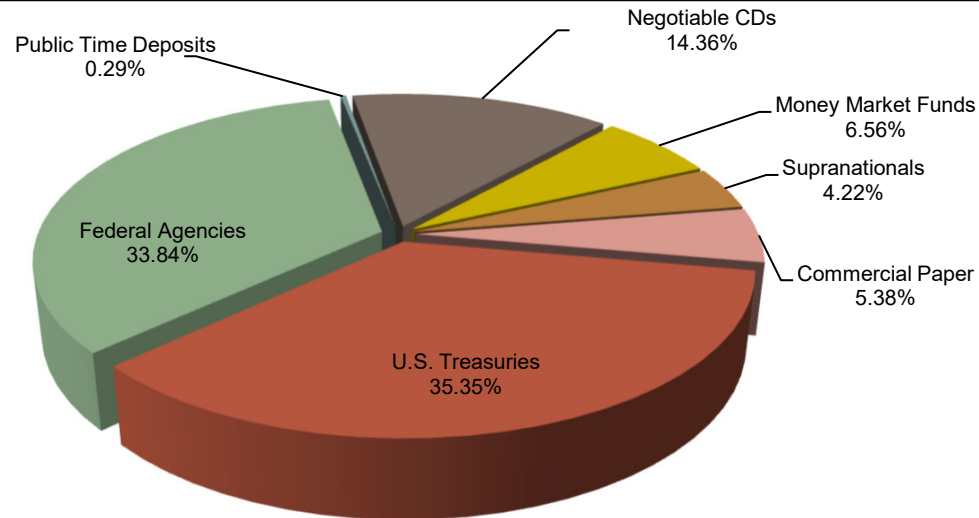
City and County of San Francisco

Pooled Fund Portfolio Statistics

For the month ended March 31, 2022

Average Daily Balance	\$13,879,187,697
Net Earnings	\$7,018,713
Earned Income Yield	0.60%
Weighted Average Maturity	620 days

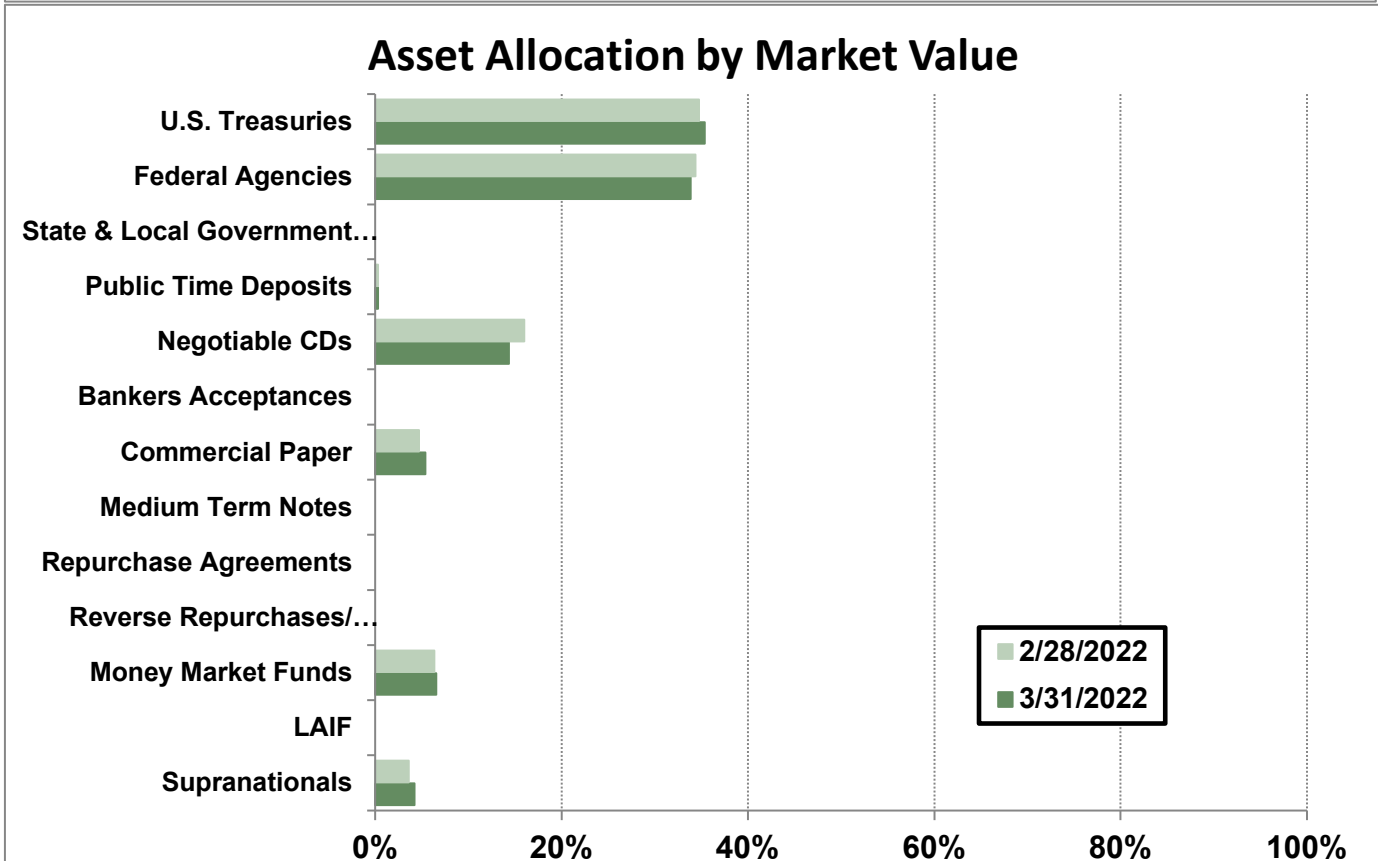
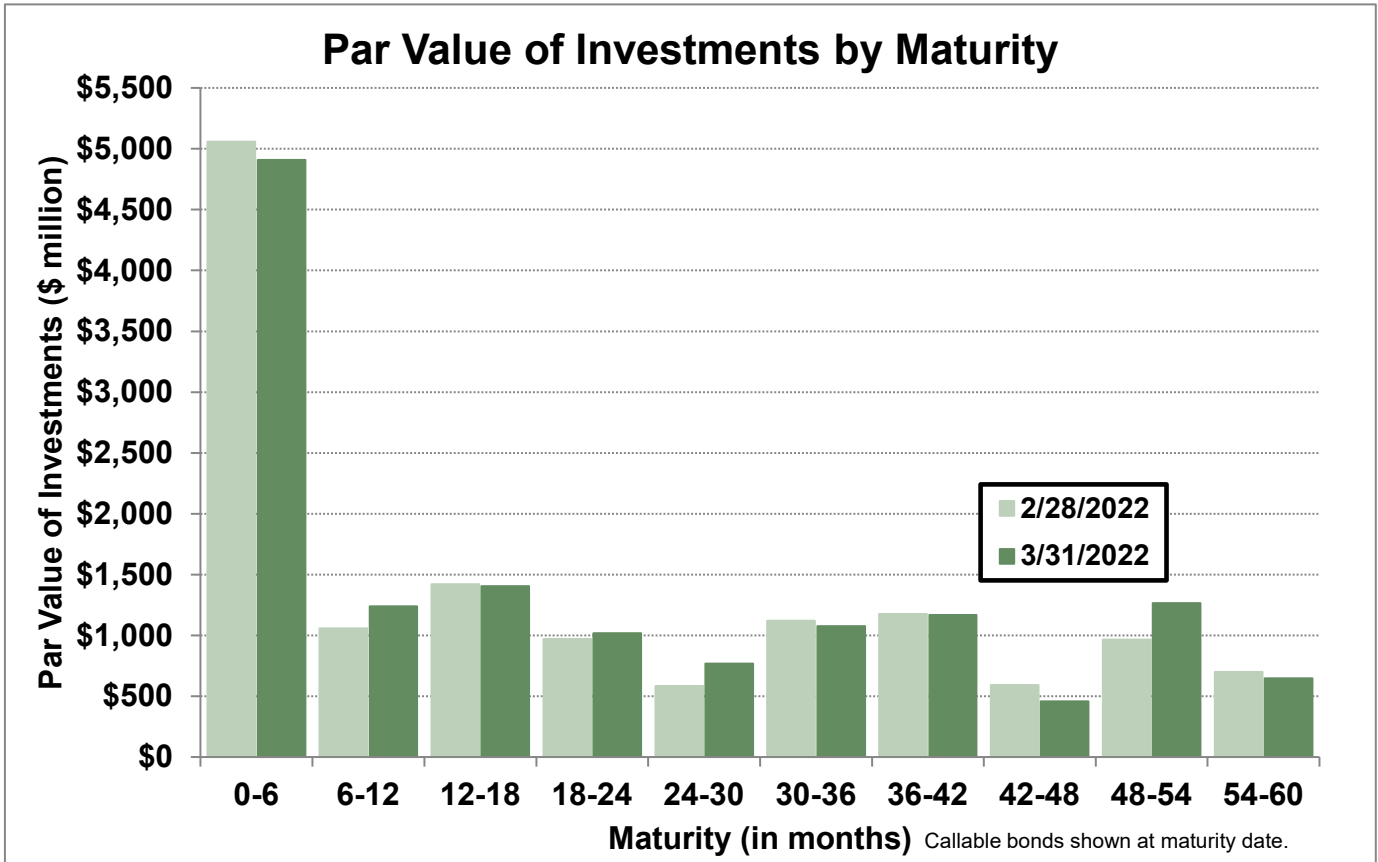
Investment Type	Par Value	Book Value	Market Value
	<i>(\$ million)</i>		
U.S. Treasuries	\$ 5,000.0	\$ 5,014.9	\$ 4,825.1
Federal Agencies	4,746.1	4,748.0	4,618.6
Public Time Deposits	40.0	40.0	40.0
Negotiable CDs	1,960.0	1,960.0	1,960.0
Commercial Paper	735.0	733.6	734.2
Money Market Funds	895.2	895.2	895.2
Supranationals	588.5	596.5	576.0
Total	\$ 13,964.9	\$ 13,988.3	\$ 13,649.0

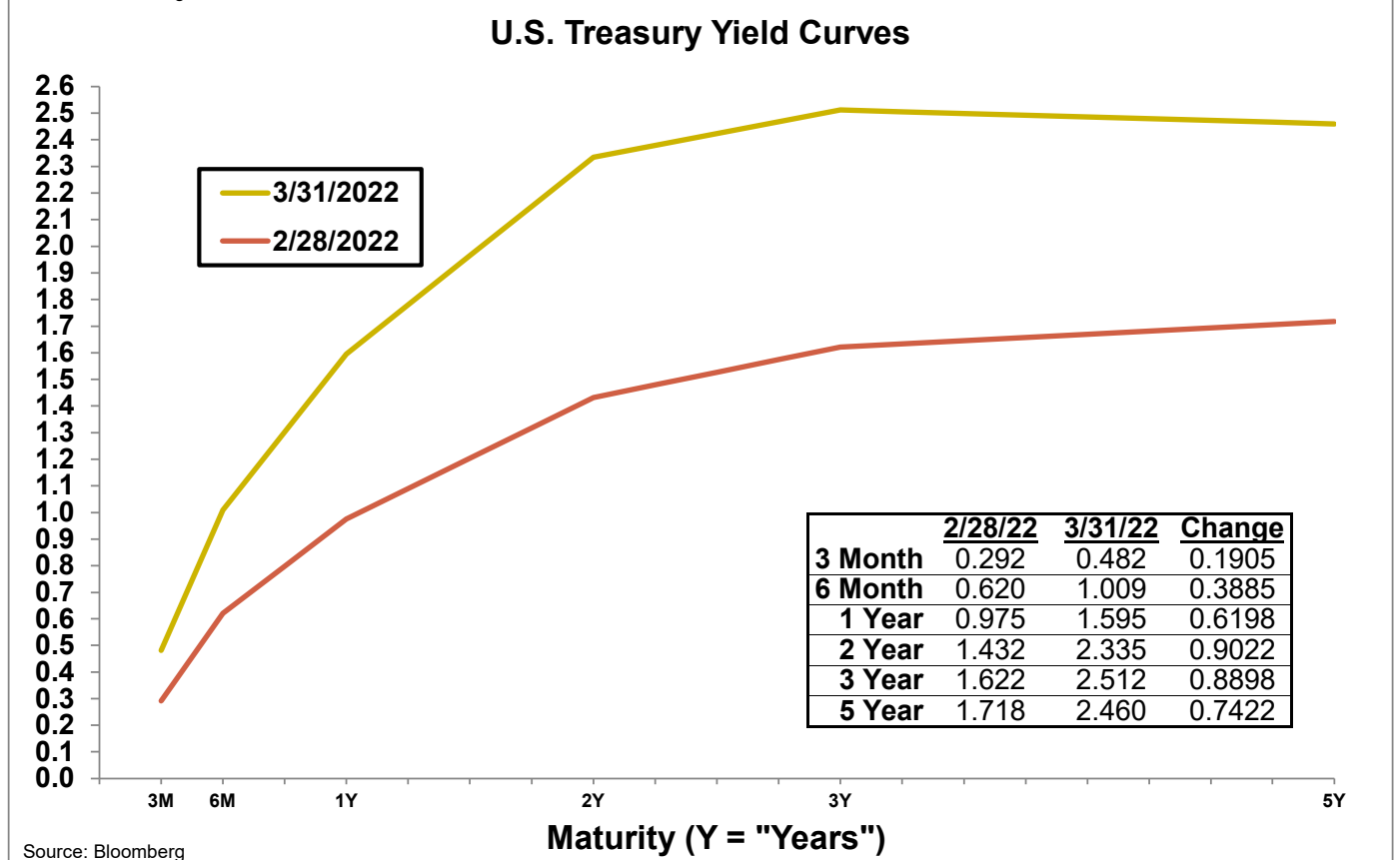
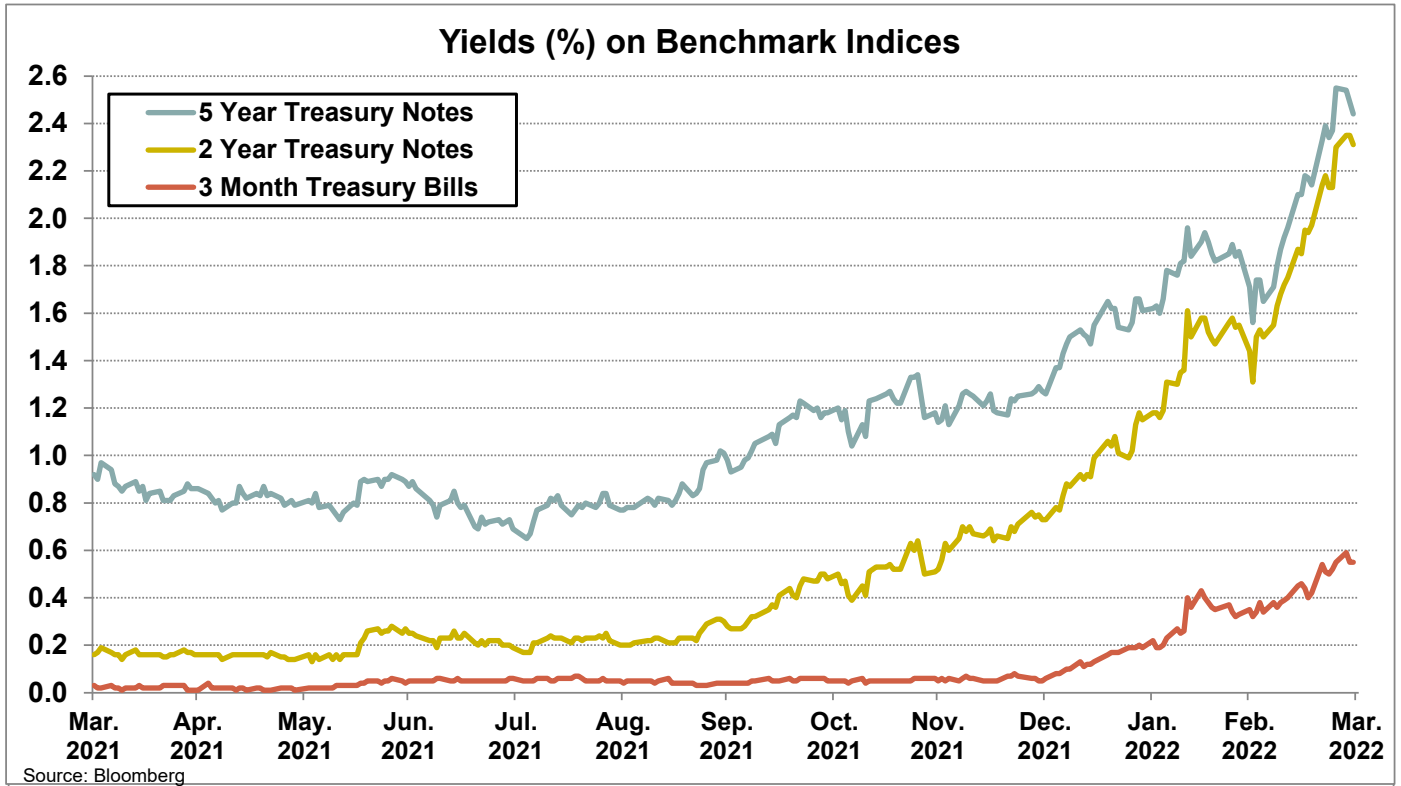


Asset Allocation by Market Value

Portfolio Analysis

Pooled Fund





Investment Inventory

Pooled Fund

As of March 31, 2022

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized		Market Value
				Date					Book Value		
U.S. Treasuries	912796G45	TREASURY BILL	4/22/2021	4/21/2022		0.00	\$ 100,000,000	\$ 99,934,278	\$ 99,996,389	\$	99,993,000
U.S. Treasuries	912796H44	TREASURY BILL	5/20/2021	5/19/2022		0.00	200,000,000	199,888,777	199,985,333		199,934,000
U.S. Treasuries	912828XD7	US TREASURY	5/13/2021	5/31/2022		1.88	50,000,000	50,941,406	50,147,479		50,117,000
U.S. Treasuries	9128286Y1	US TREASURY	4/8/2021	6/15/2022		1.75	50,000,000	50,990,240	50,171,520		50,125,000
U.S. Treasuries	9128286Y1	US TREASURY	4/28/2021	6/15/2022		1.75	50,000,000	50,937,500	50,170,248		50,125,000
U.S. Treasuries	912796W39	TREASURY BILL	3/1/2022	6/28/2022		0.00	25,000,000	24,960,333	24,970,667		24,966,700
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022		1.75	25,000,000	24,977,539	24,998,864		25,074,250
U.S. Treasuries	912828ZX1	US TREASURY	3/12/2021	6/30/2022		0.13	50,000,000	50,011,719	50,002,220		49,945,500
U.S. Treasuries	912828ZX1	US TREASURY	3/31/2021	6/30/2022		0.13	50,000,000	50,021,484	50,004,240		49,945,500
U.S. Treasuries	912828ZX1	US TREASURY	4/8/2021	6/30/2022		0.13	50,000,000	50,025,391	50,005,101		49,945,500
U.S. Treasuries	912828ZX1	US TREASURY	4/15/2021	6/30/2022		0.13	50,000,000	50,019,531	50,003,986		49,945,500
U.S. Treasuries	912828ZX1	US TREASURY	4/16/2021	6/30/2022		0.13	50,000,000	50,019,531	50,003,995		49,945,500
U.S. Treasuries	912828ZX1	US TREASURY	4/19/2021	6/30/2022		0.13	50,000,000	50,019,531	50,004,022		49,945,500
U.S. Treasuries	912828YA2	US TREASURY	3/30/2021	8/15/2022		1.50	100,000,000	101,933,594	100,522,801		100,242,000
U.S. Treasuries	91282CAG6	US TREASURY	3/30/2021	8/31/2022		0.13	50,000,000	50,019,531	50,005,720		49,840,000
U.S. Treasuries	912796U56	TREASURY BILL	3/29/2022	9/22/2022		0.00	50,000,000	49,759,821	49,763,892		49,770,850
U.S. Treasuries	912796U64	TREASURY BILL	3/31/2022	9/29/2022		0.00	50,000,000	49,734,584	49,736,042		49,746,550
U.S. Treasuries	912828TY6	US TREASURY	4/8/2021	11/15/2022		1.63	50,000,000	51,201,172	50,467,350		50,113,500
U.S. Treasuries	912796P94	TREASURY BILL	12/13/2021	12/1/2022		0.00	50,000,000	49,878,019	49,915,684		49,622,100
U.S. Treasuries	912828Z86	US TREASURY	8/17/2021	2/15/2023		1.38	50,000,000	50,923,828	50,540,448		49,914,000
U.S. Treasuries	912828Z86	US TREASURY	3/3/2022	2/15/2023		1.38	50,000,000	50,196,402	50,152,221		49,914,000
U.S. Treasuries	912828ZD5	US TREASURY	3/18/2021	3/15/2023		0.50	50,000,000	50,335,938	50,160,806		49,461,000
U.S. Treasuries	91282CBU4	US TREASURY	5/4/2021	3/31/2023		0.13	50,000,000	49,972,656	49,985,700		49,232,500
U.S. Treasuries	912828ZU7	US TREASURY	3/12/2021	6/15/2023		0.25	50,000,000	50,066,406	50,035,417		49,041,000
U.S. Treasuries	912828ZU7	US TREASURY	4/8/2021	6/15/2023		0.25	50,000,000	50,072,266	50,039,846		49,041,000
U.S. Treasuries	912828ZU7	US TREASURY	6/24/2021	6/15/2023		0.25	50,000,000	49,998,047	49,998,808		49,041,000
U.S. Treasuries	912828S35	US TREASURY	1/9/2020	6/30/2023		1.38	50,000,000	49,605,469	49,858,429		49,658,000
U.S. Treasuries	912828S35	US TREASURY	6/24/2021	6/30/2023		1.38	50,000,000	51,138,672	50,703,934		49,658,000
U.S. Treasuries	91282CCK5	US TREASURY	6/30/2021	6/30/2023		0.13	50,000,000	49,865,234	49,916,002		48,894,500
U.S. Treasuries	912828S92	US TREASURY	4/1/2021	7/31/2023		1.25	50,000,000	51,220,703	50,697,135		49,502,000
U.S. Treasuries	912828S92	US TREASURY	4/1/2021	7/31/2023		1.25	50,000,000	51,218,750	50,696,019		49,502,000
U.S. Treasuries	91282CAK7	US TREASURY	8/10/2021	9/15/2023		0.13	50,000,000	49,886,719	49,921,324		48,599,500
U.S. Treasuries	912828WE6	US TREASURY	12/17/2019	11/15/2023		2.75	50,000,000	51,960,938	50,813,741		50,447,500
U.S. Treasuries	91282CBA8	US TREASURY	3/19/2021	12/15/2023		0.13	50,000,000	49,767,578	49,855,346		48,263,500
U.S. Treasuries	91282CBA8	US TREASURY	12/9/2021	12/15/2023		0.13	50,000,000	49,402,344	49,494,103		48,263,500
U.S. Treasuries	91282CBA8	US TREASURY	12/15/2021	12/15/2023		0.13	50,000,000	49,443,359	49,524,949		48,263,500
U.S. Treasuries	912828ZV9	US TREASURY	10/4/2021	1/31/2024		2.50	50,000,000	52,511,719	51,982,157		50,197,500
U.S. Treasuries	91282CDV0	US TREASURY	2/23/2022	1/31/2024		0.88	50,000,000	49,418,422	49,422,516		48,759,750
U.S. Treasuries	91282CBR1	US TREASURY	3/8/2022	3/15/2024		0.25	50,000,000	48,708,984	48,750,969		48,062,500
U.S. Treasuries	91282CCC3	US TREASURY	7/2/2021	5/15/2024		0.25	50,000,000	49,718,750	49,792,015		47,826,000
U.S. Treasuries	912828XT2	US TREASURY	7/6/2021	5/31/2024		2.00	50,000,000	52,263,672	51,689,212		49,609,500
U.S. Treasuries	91282CCL3	US TREASURY	8/6/2021	7/15/2024		0.38	50,000,000	49,998,047	49,998,480		47,760,000
U.S. Treasuries	91282CCL3	US TREASURY	8/9/2021	7/15/2024		0.38	50,000,000	49,969,938	49,969,509		47,760,000
U.S. Treasuries	912828Y87	US TREASURY	3/30/2021	7/31/2024		1.75	50,000,000	52,210,938	51,545,298		49,256,000
U.S. Treasuries	91282CCT6	US TREASURY	8/25/2021	8/15/2024		0.38	50,000,000	49,898,438	49,918,918		47,652,500
U.S. Treasuries	912828YM6	US TREASURY	4/15/2021	10/31/2024		1.50	50,000,000	51,746,094	51,272,828		48,820,500
U.S. Treasuries	912828G38	US TREASURY	3/9/2021	11/15/2024		2.25	50,000,000	53,160,156	52,249,881		49,728,500
U.S. Treasuries	912828G38	US TREASURY	3/12/2021	11/15/2024		2.25	50,000,000	53,228,516	52,303,680		49,728,500
U.S. Treasuries	912828YY0	US TREASURY	3/15/2021	12/31/2024		1.75	50,000,000	52,226,563	51,613,335		49,043,000

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
U.S. Treasuries	912828Z52	US TREASURY	3/30/2021	1/31/2025		1.38	50,000,000	51,515,625	51,119,164	48,508,000
U.S. Treasuries	912828Z52	US TREASURY	4/15/2021	1/31/2025		1.38	50,000,000	51,507,813	51,126,239	48,508,000
U.S. Treasuries	912828ZC7	US TREASURY	3/15/2021	2/28/2025		1.13	50,000,000	51,011,719	50,744,446	48,109,500
U.S. Treasuries	912828ZC7	US TREASURY	3/31/2021	2/28/2025		1.13	50,000,000	50,998,047	50,742,603	48,109,500
U.S. Treasuries	912828ZF0	US TREASURY	4/15/2021	3/31/2025		0.50	50,000,000	49,779,297	49,832,870	47,152,500
U.S. Treasuries	912828ZF0	US TREASURY	4/19/2021	3/31/2025		0.50	50,000,000	49,839,844	49,878,383	47,152,500
U.S. Treasuries	912828ZL7	US TREASURY	5/18/2021	4/30/2025		0.38	50,000,000	49,615,234	49,700,027	46,865,500
U.S. Treasuries	912828XB1	US TREASURY	9/2/2021	5/15/2025		2.13	50,000,000	52,849,609	52,404,556	49,439,500
U.S. Treasuries	912828ZW3	US TREASURY	3/8/2021	6/30/2025		0.25	50,000,000	49,140,625	49,352,877	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	3/9/2021	6/30/2025		0.25	50,000,000	49,042,969	49,278,882	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	5/12/2021	6/30/2025		0.25	50,000,000	49,281,250	49,435,472	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	5/13/2021	6/30/2025		0.25	50,000,000	49,183,594	49,358,345	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	5/18/2021	6/30/2025		0.25	50,000,000	49,253,906	49,411,657	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	7/12/2021	6/30/2025		0.25	50,000,000	49,310,547	49,435,686	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	8/5/2021	6/30/2025		0.25	50,000,000	49,500,000	49,583,860	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	8/6/2021	6/30/2025		0.25	50,000,000	49,406,250	49,505,486	46,498,000
U.S. Treasuries	912828ZW3	US TREASURY	12/7/2021	6/30/2025		0.25	50,000,000	48,628,906	48,750,102	46,498,000
U.S. Treasuries	91282CAB7	US TREASURY	8/5/2021	7/31/2025		0.25	50,000,000	49,458,984	49,547,791	46,406,500
U.S. Treasuries	91282CAB7	US TREASURY	8/6/2021	7/31/2025		0.25	50,000,000	49,363,281	49,467,432	46,406,500
U.S. Treasuries	91282CAM3	US TREASURY	5/12/2021	9/30/2025		0.25	50,000,000	49,109,375	49,289,501	46,240,500
U.S. Treasuries	91282CAM3	US TREASURY	7/26/2021	9/30/2025		0.25	50,000,000	49,281,250	49,398,453	46,240,500
U.S. Treasuries	91282CAT8	US TREASURY	2/25/2021	10/31/2025		0.25	50,000,000	49,298,828	49,462,941	46,150,500
U.S. Treasuries	91282CAT8	US TREASURY	3/2/2021	10/31/2025		0.25	50,000,000	49,078,125	49,291,823	46,150,500
U.S. Treasuries	91282CAT8	US TREASURY	3/4/2021	10/31/2025		0.25	50,000,000	49,048,828	49,268,458	46,150,500
U.S. Treasuries	91282CBC4	US TREASURY	2/25/2021	12/31/2025		0.38	50,000,000	49,455,078	49,578,224	46,226,500
U.S. Treasuries	91282CBC4	US TREASURY	2/26/2021	12/31/2025		0.38	50,000,000	49,271,484	49,435,802	46,226,500
U.S. Treasuries	91282CBW0	US TREASURY	6/28/2021	4/30/2026		0.75	50,000,000	49,662,109	49,715,078	46,627,000
U.S. Treasuries	91282CBW0	US TREASURY	7/2/2021	4/30/2026		0.75	50,000,000	49,730,469	49,772,206	46,627,000
U.S. Treasuries	912828R36	US TREASURY	7/23/2021	5/15/2026		1.63	50,000,000	52,203,125	51,887,139	48,303,000
U.S. Treasuries	912828R36	US TREASURY	8/27/2021	5/15/2026		1.63	50,000,000	51,890,625	51,652,376	48,303,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/2/2021	6/30/2026		0.88	50,000,000	49,931,641	49,941,872	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/14/2021	6/30/2026		0.88	50,000,000	50,070,313	50,060,185	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/22/2021	6/30/2026		0.88	50,000,000	50,345,703	50,297,220	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/22/2021	6/30/2026		0.88	50,000,000	50,328,125	50,282,107	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	8/6/2021	6/30/2026		0.88	50,000,000	50,406,250	50,352,204	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	8/10/2021	6/30/2026		0.88	50,000,000	50,240,234	50,208,741	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	9/24/2021	6/30/2026		0.88	50,000,000	49,937,500	49,944,289	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	10/14/2021	6/30/2026		0.88	50,000,000	49,593,750	49,633,666	46,758,000
U.S. Treasuries	91282CCJ8	US TREASURY	1/4/2022	6/30/2026		0.88	50,000,000	49,032,178	49,079,005	46,758,000
U.S. Treasuries	91282CCW9	US TREASURY	9/28/2021	8/31/2026		0.75	50,000,000	49,449,219	49,505,890	46,406,500
U.S. Treasuries	91282CCZ2	US TREASURY	10/8/2021	9/30/2026		0.88	50,000,000	49,689,453	49,719,346	46,601,550
U.S. Treasuries	91282CCZ2	US TREASURY	10/8/2021	9/30/2026		0.88	50,000,000	49,671,875	49,703,460	46,601,550
U.S. Treasuries	91282CCZ2	US TREASURY	10/19/2021	9/30/2026		0.88	50,000,000	49,318,359	49,380,224	46,601,550
U.S. Treasuries	91282CDK4	US TREASURY	12/3/2021	11/30/2026		1.25	50,000,000	50,077,417	50,067,548	47,371,100
U.S. Treasuries	91282CDK4	US TREASURY	12/7/2021	11/30/2026		1.25	50,000,000	50,129,207	50,109,779	47,371,100
U.S. Treasuries	91282CDK4	US TREASURY	3/29/2022	11/30/2026		1.25	50,000,000	47,282,452	47,083,260	47,371,100
U.S. Treasuries	91282CDQ1	US TREASURY	3/29/2022	12/31/2026		1.25	50,000,000	47,259,356	47,112,415	47,306,500
Subtotals						0.76	\$ 5,000,000,000	\$ 5,014,880,352	\$ 5,003,687,671	\$ 4,825,082,150

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	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022	1.88	\$	25,000,000	\$	25,072,250	\$	25,000,164	\$ 25,004,750
Federal Agencies	313313VG0	FED FARM CRD DISCOUNT NT	7/9/2021	4/8/2022	0.00		10,000,000		9,999,883		9,999,883	9,999,700
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25		25,000,000		24,918,000		24,999,177	25,015,500
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25		50,000,000		49,836,000		49,998,354	50,031,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25		50,000,000		49,836,000		49,998,354	50,031,000
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022	2.35		50,000,000		49,969,500		49,999,527	50,036,500
Federal Agencies	3133EMXN7	FEDERAL FARM CREDIT BANK	4/28/2021	4/27/2022	0.06		19,550,000		19,548,358		19,549,883	19,539,639
Federal Agencies	3130AMEY4	FEDERAL HOME LOAN BANK	5/6/2021	5/6/2022	0.06		10,000,000		9,999,918		9,999,992	9,994,500
Federal Agencies	3130AMEY4	FEDERAL HOME LOAN BANK	5/18/2021	5/6/2022	0.06		10,000,000		9,999,900		9,999,990	9,994,500
Federal Agencies	313385WL6	FED HOME LN DISCOUNT NT	5/6/2021	5/6/2022	0.00		50,000,000		49,972,118		49,997,326	49,979,500
Federal Agencies	3130AMGM8	FEDERAL HOME LOAN BANK	5/11/2021	5/10/2022	0.06		50,000,000		49,998,325		49,999,821	49,968,500
Federal Agencies	3130AMJ37	FEDERAL HOME LOAN BANK	5/17/2021	5/13/2022	0.06		30,000,000		29,999,753		29,999,971	29,979,300
Federal Agencies	3130AMJ37	FEDERAL HOME LOAN BANK	5/13/2021	5/13/2022	0.06		45,000,000		44,998,200		44,999,793	44,968,950
Federal Agencies	3133EKL R5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25		25,000,000		24,949,250		24,997,916	25,045,000
Federal Agencies	3133EKL R5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25		35,000,000		34,928,950		34,997,083	35,063,000
Federal Agencies	3133EHL Y7	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022	1.88		50,000,000		50,059,250		50,002,016	50,091,500
Federal Agencies	3133EHL Y7	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022	1.88		50,000,000		49,997,500		49,999,915	50,091,500
Federal Agencies	3133EMF64	FEDERAL FARM CREDIT BANK	7/7/2021	6/9/2022	0.06		58,735,000		58,723,528		58,732,651	58,656,882
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63		20,000,000		19,998,940		19,999,913	20,035,200
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63		25,000,000		24,998,676		24,999,891	25,044,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63		25,000,000		24,998,676		24,999,891	25,044,000
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	3/18/2020	9/20/2022	1.85		25,000,000		25,718,750		25,134,962	25,110,750
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	4/3/2020	10/3/2022	0.70		40,000,000		39,990,000		39,997,974	39,954,800
Federal Agencies	3133EMS45	FEDERAL FARM CREDIT BANK	7/14/2021	12/14/2022	0.11		50,000,000		49,992,900		49,996,477	49,557,000
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANK	5/18/2021	1/19/2023	0.14		60,000,000		59,987,400		59,993,958	59,478,000
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	3/25/2020	1/23/2023	1.60		10,140,000		10,384,141		10,210,126	10,140,811
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANK	3/3/2022	2/3/2023	0.13		45,500,000		45,101,055		45,131,053	44,954,910
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANK	3/7/2022	2/6/2023	2.14		44,400,000		44,908,503		44,794,937	44,611,344
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANK	11/12/2021	2/10/2023	0.16		50,000,000		49,899,789		49,930,623	49,491,461
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANK	3/31/2021	3/23/2023	0.13		65,000,000		64,955,150		64,977,886	64,003,550
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	4/13/2021	4/13/2023	0.13		20,000,000		19,973,600		19,986,366	19,677,600
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	4/13/2021	4/13/2023	0.13		25,000,000		24,967,000		24,982,958	24,597,000
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	4/13/2021	4/13/2023	0.13		50,000,000		49,934,000		49,965,915	49,194,000
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANK	5/5/2021	4/27/2023	0.13		44,500,000		44,462,233		44,479,547	43,750,175
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	5/10/2021	5/10/2023	0.13		12,500,000		12,484,000		12,491,145	12,267,375
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	5/10/2021	5/10/2023	0.13		25,000,000		24,968,000		24,982,290	24,534,750
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	5/10/2021	5/10/2023	0.13		75,000,000		74,904,000		74,946,871	73,604,250
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANK	6/4/2021	6/2/2023	0.13		15,000,000		14,986,200		14,991,906	14,677,800
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANK	6/2/2021	6/2/2023	0.13		100,000,000		99,938,000		99,963,734	97,963,000
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANK	6/28/2021	6/14/2023	0.13		50,000,000		49,864,850		49,917,136	48,941,000
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	12/14/2021	6/26/2023	0.20		48,067,000		47,826,184		47,872,710	47,059,996
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	8/26/2021	6/26/2023	0.20		50,000,000		49,979,892		49,986,444	48,952,500
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	7/14/2021	7/14/2023	0.13		50,000,000		49,927,791		49,953,608	48,858,500
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	7/14/2021	7/14/2023	0.13		50,000,000		49,907,253		49,904,413	48,858,500
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANK	11/24/2021	7/24/2023	0.45		50,000,000		49,996,500		49,997,238	48,966,719
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANK	8/10/2021	8/10/2023	0.16		50,000,000		49,970,000		49,979,616	48,803,500
Federal Agencies	3137EAEV7	FREDDIE MAC	12/6/2021	8/24/2023	0.25		40,776,000		40,542,761		40,585,981	39,752,930
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANK	12/14/2021	9/8/2023	0.13		20,975,000		20,806,361		20,835,134	20,399,027
Federal Agencies	3135G0U43	FANNIE MAE	12/9/2021	9/12/2023	2.88		29,648,000		30,793,302		30,591,715	29,964,048

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANK	9/27/2021	9/27/2023		0.17	50,000,000	49,950,000	49,962,740	48,668,500
Federal Agencies	3133ENG1	FEDERAL FARM CREDIT BANK	12/3/2021	12/1/2023		0.50	25,000,000	24,963,750	24,969,675	24,323,879
Federal Agencies	3133ENG1	FEDERAL FARM CREDIT BANK	12/3/2021	12/1/2023		0.50	25,000,000	24,963,750	24,969,675	24,323,879
Federal Agencies	3133ENG1	FEDERAL FARM CREDIT BANK	12/3/2021	12/1/2023		0.50	75,000,000	74,891,250	74,909,026	72,971,637
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	12/10/2021	12/8/2023		2.25	10,000,000	10,302,250	10,254,692	10,004,100
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	12/10/2021	12/8/2023		2.25	30,000,000	30,906,750	30,764,077	30,012,300
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	12/20/2021	12/20/2023		0.68	25,000,000	24,987,600	24,989,333	24,366,000
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	12/20/2021	12/20/2023		0.68	25,000,000	24,988,000	24,989,677	24,366,000
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	12/20/2021	12/20/2023		0.68	62,000,000	61,970,488	61,974,612	60,427,680
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	3/3/2022	1/18/2024		0.90	11,856,000	11,752,153	11,743,769	11,608,538
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	2/1/2022	1/18/2024		0.90	50,000,000	49,717,250	49,725,638	48,956,384
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANK	11/12/2021	2/13/2024		2.50	39,010,000	40,648,810	40,370,033	39,157,068
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	3/18/2020	2/14/2024		1.43	20,495,000	20,950,604	20,713,230	20,240,042
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024		0.25	5,000,000	4,998,200	4,998,856	4,826,400
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024		0.25	5,000,000	4,998,200	4,998,856	4,826,400
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024		0.25	100,000,000	99,964,000	99,977,118	96,528,000
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	3/25/2022	2/28/2024		2.13	11,000,000	10,987,460	10,987,585	10,971,620
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	3/25/2022	2/28/2024		2.13	25,000,000	24,971,500	24,971,783	24,935,500
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	3/18/2021	3/18/2024		0.30	50,000,000	49,939,500	49,960,421	48,238,000
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	3/18/2021	3/18/2024		0.30	50,000,000	49,939,450	49,960,388	48,238,000
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024		0.35	16,545,000	16,549,633	16,548,214	15,939,618
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024		0.35	29,424,000	29,432,239	29,429,715	28,347,376
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024		0.35	39,000,000	39,010,920	39,007,576	37,572,990
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANK	8/6/2021	7/23/2024		0.45	50,000,000	50,092,000	50,071,763	47,979,000
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	9/23/2021	9/23/2024		0.43	25,000,000	24,974,750	24,979,127	23,872,000
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	9/23/2021	9/23/2024		0.43	50,000,000	49,949,500	49,958,255	47,744,000
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	9/23/2021	9/23/2024		0.43	50,000,000	49,949,500	49,958,255	47,744,000
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,989,906	9,621,400
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,989,906	9,621,400
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	11/18/2021	11/18/2024		0.88	50,000,000	49,942,500	49,949,530	48,107,000
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	12/3/2019	12/3/2024		1.63	25,000,000	24,960,000	24,978,610	24,512,250
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	12/9/2021	12/9/2024		0.92	50,000,000	49,985,000	49,986,547	48,098,846
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	12/9/2021	12/9/2024		0.92	50,000,000	49,963,000	49,966,815	48,098,846
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	1/11/2022	1/6/2025		1.13	20,000,000	19,955,000	19,958,300	19,298,800
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	1/11/2022	1/6/2025		1.13	25,000,000	24,943,750	24,947,875	24,123,500
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	1/11/2022	1/6/2025		1.13	25,000,000	24,943,750	24,947,875	24,123,500
Federal Agencies	3135G0X24	FANNIE MAE	4/21/2021	1/7/2025		1.63	39,060,000	40,632,556	40,232,753	38,173,729
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,997,789	4,864,500
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,997,789	4,864,500
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,997,789	4,864,500
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	15,000,000	14,988,450	14,993,367	14,593,500
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	50,000,000	49,961,500	49,977,892	48,645,000
Federal Agencies	3137EAEP0	FREDDIE MAC	4/21/2021	2/12/2025		1.50	53,532,000	55,450,052	54,975,014	52,081,283
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025		1.21	16,000,000	15,994,720	15,994,517	15,432,160
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025		1.21	24,000,000	23,964,240	23,978,873	23,148,240
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANK	4/21/2021	4/21/2025		0.60	50,000,000	49,973,500	49,979,758	47,225,500
Federal Agencies	3135G03U5	FANNIE MAE	12/8/2021	4/22/2025		0.63	37,938,000	37,398,090	37,420,597	35,869,241
Federal Agencies	3135G03U5	FANNIE MAE	7/12/2021	4/22/2025		0.63	50,000,000	50,108,000	50,087,417	47,273,500
Federal Agencies	3135G03U5	FANNIE MAE	12/8/2021	4/22/2025		0.63	50,000,000	49,283,881	49,313,966	47,273,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	Market Value
				Date					Book Value	
Federal Agencies	3135G04Z3	FANNIE MAE	12/8/2021	6/17/2025		0.50	4,655,000	4,556,640	4,565,352	4,368,066
Federal Agencies	3135G04Z3	FANNIE MAE	12/8/2021	6/17/2025		0.50	10,000,000	9,789,600	9,808,237	9,383,600
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANK	7/12/2021	6/30/2025		0.70	17,680,000	17,734,631	17,724,715	16,699,644
Federal Agencies	3135G05X7	FANNIE MAE	3/4/2021	8/25/2025		0.38	25,000,000	24,684,250	24,760,146	23,296,000
Federal Agencies	3135G05X7	FANNIE MAE	2/25/2021	8/25/2025		0.38	72,500,000	71,862,000	72,017,420	67,558,400
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANK	11/2/2021	9/12/2025		1.75	10,295,000	10,575,333	10,545,510	10,043,493
Federal Agencies	3137EAEX3	FREDDIE MAC	3/4/2021	9/23/2025		0.38	22,600,000	22,295,352	22,367,303	21,003,536
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	11/17/2021	11/17/2025		1.05	39,675,000	39,622,232	39,627,108	37,674,379
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	11/17/2021	11/17/2025		1.05	55,000,000	54,923,000	54,930,115	52,226,612
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	12/16/2021	12/16/2025		1.17	45,000,000	44,954,100	44,957,430	42,880,050
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	12/16/2021	12/16/2025		1.17	50,000,000	49,949,000	49,952,700	47,644,500
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANK	8/9/2021	4/6/2026		0.69	15,500,000	15,458,150	15,463,932	14,427,245
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,709,750
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,709,750
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,709,750
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,709,750
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,622,000
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,622,000
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,622,000
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,758,996
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,758,996
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,758,996
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,566,469
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,566,469
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,566,469
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,566,469
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,947,250
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,947,250
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,947,250
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,947,250
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,106,563
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,106,563
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,106,563
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,106,563
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,087,468
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,087,468
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,087,468
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,087,468
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,645,750
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,645,750
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,645,750
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,645,750
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANK	3/16/2022	3/10/2027		1.68	48,573,000	47,445,621	47,442,051	46,744,391
Subtotals						0.89	\$ 4,746,129,000	\$ 4,747,977,008	\$ 4,746,859,228	\$ 4,618,570,218

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized			
				Date					Book Value	Market Value		
Public Time Deposits	PPES5U4Q0	BANK OF SAN FRANCISCO	12/6/2021	6/6/2022	0.13	\$	10,000,000	\$	10,000,000	\$	10,000,000	
Public Time Deposits	PPEJ79PT6	BRIDGE BANK	12/20/2021	6/20/2022	0.15		10,000,000		10,000,000		10,000,000	
Public Time Deposits	PPE4E8VT6	BANK OF SAN FRANCISCO	3/21/2022	9/19/2022	0.81		10,000,000		10,000,000		10,000,000	
Public Time Deposits	PPEEE5T97	BRIDGE BANK	3/21/2022	9/19/2022	0.81		10,000,000		10,000,000		10,000,000	
Subtotals						0.48	\$	40,000,000	\$	40,000,000	\$	40,000,000
Negotiable CDs	78012UK53	ROYAL BANK OF CANADA NY	4/6/2021	4/6/2022	0.23	\$	50,000,000	\$	50,000,000	\$	50,000,998	
Negotiable CDs	89114W6T7	TORONTO DOMINION BANK NY	4/13/2021	4/11/2022	0.22		50,000,000		50,000,000		50,001,677	
Negotiable CDs	89114WHS7	TORONTO DOMINION BANK NY	10/12/2021	4/13/2022	0.16		50,000,000		50,000,000		50,000,901	
Negotiable CDs	06367CHR1	BANK OF MONTREAL CHICAGO	7/6/2021	5/9/2022	0.17		100,000,000		100,000,000		100,006,484	
Negotiable CDs	89114WBD6	TORONTO DOMINION BANK NY	5/25/2021	5/25/2022	0.21		50,000,000		50,000,000		50,007,623	
Negotiable CDs	06417MTV7	BANK OF NOVA SCOTIA HOUS	12/2/2021	6/15/2022	0.30		100,000,000		100,000,000		100,040,079	
Negotiable CDs	78012UT96	ROYAL BANK OF CANADA NY	9/16/2021	6/17/2022	0.15		100,000,000		100,000,000		100,008,645	
Negotiable CDs	06417MTY1	BANK OF NOVA SCOTIA HOUS	12/6/2021	6/30/2022	0.31		100,000,000		100,000,000		99,964,539	
Negotiable CDs	78012UX42	ROYAL BANK OF CANADA NY	10/29/2021	6/30/2022	0.20		50,000,000		50,000,000		49,968,391	
Negotiable CDs	89114WMZ5	TORONTO DOMINION BANK NY	12/13/2021	6/30/2022	0.30		50,000,000		50,000,000		49,981,012	
Negotiable CDs	89114WQB4	TORONTO DOMINION BANK NY	2/1/2022	6/30/2022	0.53		50,000,000		50,000,000		50,010,051	
Negotiable CDs	06367CQB6	BANK OF MONTREAL CHICAGO	12/17/2021	7/1/2022	0.33		50,000,000		50,000,000		49,984,630	
Negotiable CDs	89114WJ89	TORONTO DOMINION BANK NY	10/19/2021	7/1/2022	0.21		50,000,000		50,000,000		49,969,314	
Negotiable CDs	06417MUM5	BANK OF NOVA SCOTIA HOUS	12/13/2021	7/6/2022	0.31		100,000,000		100,000,000		99,962,211	
Negotiable CDs	06367CKG1	BANK OF MONTREAL CHICAGO	8/25/2021	7/18/2022	0.18		50,000,000		50,000,000		49,959,107	
Negotiable CDs	06367CKN6	BANK OF MONTREAL CHICAGO	8/30/2021	7/18/2022	0.18		50,000,000		50,000,000		49,959,108	
Negotiable CDs	06417MSJ5	BANK OF NOVA SCOTIA HOUS	11/2/2021	8/1/2022	0.24		50,000,000		50,000,000		49,964,104	
Negotiable CDs	06367CST5	BANK OF MONTREAL CHICAGO	3/2/2022	8/29/2022	0.83		50,000,000		50,000,000		50,079,482	
Negotiable CDs	78012U3T0	ROYAL BANK OF CANADA NY	2/28/2022	8/29/2022	0.80		50,000,000		50,000,000		50,073,200	
Negotiable CDs	06367CSP3	BANK OF MONTREAL CHICAGO	2/28/2022	9/12/2022	0.82		50,000,000		50,000,000		50,084,545	
Negotiable CDs	78012U3V5	ROYAL BANK OF CANADA NY	3/1/2022	9/12/2022	0.85		50,000,000		50,000,000		50,091,405	
Negotiable CDs	78012U4G7	ROYAL BANK OF CANADA NY	3/15/2022	9/22/2022	1.42		50,000,000		50,000,000		50,235,181	
Negotiable CDs	78012U4H5	ROYAL BANK OF CANADA NY	3/15/2022	9/26/2022	1.44		50,000,000		50,000,000		50,245,504	
Negotiable CDs	78012UW84	ROYAL BANK OF CANADA NY	10/26/2021	9/26/2022	0.28		50,000,000		50,000,000		49,957,695	
Negotiable CDs	78012UW68	ROYAL BANK OF CANADA NY	10/25/2021	10/24/2022	0.30		50,000,000		50,000,000		49,850,895	
Negotiable CDs	96130ALC0	WESTPAC BANKING CORP NY	10/27/2021	10/24/2022	0.30		50,000,000		50,000,000		49,850,899	
Negotiable CDs	78012U2E4	ROYAL BANK OF CANADA NY	12/2/2021	12/2/2022	0.48		50,000,000		50,000,000		49,884,039	
Negotiable CDs	89114WM36	TORONTO DOMINION BANK NY	12/2/2021	12/2/2022	0.48		50,000,000		50,000,000		49,884,039	
Negotiable CDs	06367CPS0	BANK OF MONTREAL CHICAGO	12/8/2021	12/7/2022	0.52		50,000,000		50,000,000		49,895,548	
Negotiable CDs	89114WP58	TORONTO DOMINION BANK NY	1/6/2022	12/30/2022	0.57		60,000,000		60,000,000		59,777,386	
Negotiable CDs	06367CSR9	BANK OF MONTREAL CHICAGO	3/1/2022	1/30/2023	1.18		50,000,000		50,000,000		50,049,944	
Negotiable CDs	89114WQL2	TORONTO DOMINION BANK NY	2/3/2022	1/30/2023	0.95		50,000,000		50,000,000		49,953,160	
Negotiable CDs	06367CSM0	BANK OF MONTREAL CHICAGO	2/28/2022	2/13/2023	1.35		50,000,000		50,000,000		50,126,750	
Negotiable CDs	89114WRW7	TORONTO DOMINION BANK NY	2/28/2022	2/13/2023	1.35		50,000,000		50,000,000		50,126,750	
Subtotals						0.50	\$	1,960,000,000	\$	1,960,000,000	\$	1,959,955,288

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Commercial Paper	89233HDT8	TOYOTA MOTOR CREDIT CORP	10/28/2021	4/27/2022		0.00	\$ 25,000,000	\$ 24,978,632	\$ 24,996,931	\$ 24,997,653
Commercial Paper	89233HF82	TOYOTA MOTOR CREDIT CORP	11/10/2021	6/8/2022		0.00	50,000,000	49,941,667	49,981,111	49,974,500
Commercial Paper	89233HFE9	TOYOTA MOTOR CREDIT CORP	10/25/2021	6/14/2022		0.00	50,000,000	49,932,333	49,978,417	49,972,250
Commercial Paper	89233HFF6	TOYOTA MOTOR CREDIT CORP	12/21/2021	6/15/2022		0.00	50,000,000	49,921,778	49,966,667	49,971,875
Commercial Paper	89233HFF6	TOYOTA MOTOR CREDIT CORP	1/4/2022	6/15/2022		0.00	50,000,000	49,932,500	49,968,750	49,971,875
Commercial Paper	89233HFN9	TOYOTA MOTOR CREDIT CORP	12/6/2021	6/22/2022		0.00	50,000,000	49,925,750	49,969,250	49,969,250
Commercial Paper	89233HFQ2	TOYOTA MOTOR CREDIT CORP	12/16/2021	6/24/2022		0.00	60,000,000	59,901,833	59,956,600	59,962,200
Commercial Paper	89233HFW9	TOYOTA MOTOR CREDIT CORP	10/19/2021	6/30/2022		0.00	50,000,000	49,932,972	49,976,250	49,938,750
Commercial Paper	89233HFW9	TOYOTA MOTOR CREDIT CORP	11/1/2021	6/30/2022		0.00	50,000,000	49,919,667	49,970,000	49,938,750
Commercial Paper	62479MG15	MUFG BANK LTD NY	2/23/2022	7/1/2022		0.00	50,000,000	49,884,444	49,917,847	49,938,070
Commercial Paper	89233HG16	TOYOTA MOTOR CREDIT CORP	11/19/2021	7/1/2022		0.00	50,000,000	49,925,333	49,969,667	49,938,070
Commercial Paper	62479MGL1	MUFG BANK LTD NY	2/28/2022	7/20/2022		0.00	50,000,000	49,867,861	49,897,639	49,925,139
Commercial Paper	62479MGN7	MUFG BANK LTD NY	3/1/2022	7/22/2022		0.00	50,000,000	49,860,972	49,891,111	49,923,778
Commercial Paper	89233HH15	TOYOTA MOTOR CREDIT CORP	11/4/2021	8/1/2022		0.00	50,000,000	49,906,250	49,957,639	49,896,639
Commercial Paper	62479MH30	MUFG BANK LTD NY	3/28/2022	8/3/2022		0.00	50,000,000	49,786,667	49,793,333	49,894,945
Subtotals						0.00	\$ 735,000,000	\$ 733,618,660	\$ 734,191,211	\$ 734,213,742
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	3/31/2022	4/1/2022		0.10	\$ 13,547,795	\$ 13,547,795	\$ 13,547,795	\$ 13,547,795
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	3/31/2022	4/1/2022		0.09	227,764,205	227,764,205	227,764,205	227,764,205
Money Market Funds	31607A703	FIDELITY INST GOV FUND	3/31/2022	4/1/2022		0.08	14,349,165	14,349,165	14,349,165	14,349,165
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PF	3/31/2022	4/1/2022		0.09	11,100,196	11,100,196	11,100,196	11,100,196
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	3/31/2022	4/1/2022		0.15	328,439,731	328,439,731	328,439,731	328,439,731
Money Market Funds	85749T517	STATE ST INST US GOV MM-OPP	3/31/2022	4/1/2022		0.11	300,040,472	300,040,472	300,040,472	300,040,472
Subtotals						0.12	\$ 895,241,565	\$ 895,241,565	\$ 895,241,565	\$ 895,241,565
Supranationals	459058ES8	INTL BK RECON & DEVELOP	12/16/2021	10/7/2022		1.88	\$ 64,387,000	\$ 65,418,845	\$ 64,899,754	\$ 64,596,902
Supranationals	459058JV6	INTL BK RECON & DEVELOP	4/20/2021	4/20/2023		0.13	100,000,000	99,793,000	99,891,112	98,162,000
Supranationals	4581X0CC0	INTER-AMERICAN DEVEL BK	12/15/2021	10/4/2023		3.00	25,756,000	26,990,142	26,661,844	26,059,148
Supranationals	45906M3B5	INTL BK RECON & DEVELOP	3/23/2022	6/14/2024		1.98	100,000,000	100,000,000	100,000,000	99,082,000
Supranationals	459056HV2	INTL BK RECON & DEVELOP	11/2/2021	8/28/2024		1.50	50,000,000	50,984,250	50,840,913	48,942,500
Supranationals	4581X0DZ8	INTER-AMERICAN DEVEL BK	11/4/2021	9/23/2024		0.50	50,000,000	49,595,500	49,652,299	47,653,500
Supranationals	45950VQG4	INTL FINANCE CORP	10/22/2021	9/23/2024		0.44	10,000,000	9,918,700	9,930,967	9,471,700
Supranationals	4581X0CM8	INTER-AMERICAN DEVEL BK	4/26/2021	1/15/2025		2.13	100,000,000	105,676,000	104,257,000	98,971,000
Supranationals	459058JB0	INTL BK RECON & DEVELOP	7/23/2021	4/22/2025		0.63	40,000,000	40,086,000	40,070,169	37,774,000
Supranationals	4581X0DN5	INTER-AMERICAN DEVEL BK	11/1/2021	7/15/2025		0.63	28,900,000	28,519,098	28,561,640	27,139,701
Supranationals	45818WDG8	INTER-AMERICAN DEVEL BK	8/25/2021	2/27/2026		0.82	19,500,000	19,556,907	19,549,340	18,098,535
Subtotals						1.35	\$ 588,543,000	\$ 596,538,442	\$ 594,315,039	\$ 575,950,986
Grand Totals						0.71	\$ 13,964,913,565	\$ 13,988,256,026	\$ 13,974,294,714	\$ 13,649,013,948

Monthly Investment Earnings

Pooled Fund

For month ended March 31, 2022

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
							Date	Earned Interest			
U.S. Treasuries	912796S91	TREASURY BILL	0	0	0.1699	3/21/22	3/22/22	0	236	0	236
U.S. Treasuries	912796F38	TREASURY BILL	0	0	0.058	4/19/21	3/24/22	0.00	1852.78	0.00	1852.78
U.S. Treasuries	912796T25	TREASURY BILL	0	0	0.2401	3/28/22	3/29/22	0	333.5	0	333.5
U.S. Treasuries	912828ZG8	US TREASURY	0	0.375	0.0673	4/8/21	3/31/22	15453.3	-12637.87	0	2815.43
U.S. Treasuries	912796G45	TREASURY BILL	100000000	0	0.065	4/22/21	4/21/22	0.00	5597.2	0.00	5597.2
U.S. Treasuries	912796H44	TREASURY BILL	200000000	0	0.055	5/20/21	5/19/22	0.00	9472.29	0.00	9472.29
U.S. Treasuries	912828XD7	US TREASURY	50000000	1.875	0.0798	5/13/21	5/31/22	79842.03	-76197.37	0	3644.66
U.S. Treasuries	9128286Y1	US TREASURY	50000000	1.75	0.0801	4/8/21	6/15/22	74519.23	-70894.78	0	3624.45
U.S. Treasuries	9128286Y1	US TREASURY	50000000	1.75	0.0922	4/28/21	6/15/22	74519.23	-70369.25	0	4149.98
U.S. Treasuries	912796W39	TREASURY BILL	25000000	0	0.4808	3/1/22	6/28/22	0	10333.33	0	10333.33
U.S. Treasuries	912828XW5	US TREASURY	25000000	1.75	1.7692	8/15/17	6/30/22	37465.47	391.17	0	37856.64
U.S. Treasuries	912828ZX1	US TREASURY	50000000	0.125	0.107	3/12/21	6/30/22	5352.21	-764.81	0	4587.4
U.S. Treasuries	912828ZX1	US TREASURY	50000000	0.125	0.0906	3/31/21	6/30/22	5352.21	-1460.56	0.00	3891.65
U.S. Treasuries	912828ZX1	US TREASURY	50000000	0.125	0.0837	4/8/21	6/30/22	5352.21	-1756.94	0	3595.27
U.S. Treasuries	912828ZX1	US TREASURY	50000000	0.125	0.0927	4/15/21	6/30/22	5352.21	-1372.94	0.00	3979.27
U.S. Treasuries	912828ZX1	US TREASURY	50000000	0.125	0.0926	4/16/21	6/30/22	5352.21	-1376.06	0.00	3976.15
U.S. Treasuries	912828ZX1	US TREASURY	50000000	0.125	0.0924	4/19/21	6/30/22	5352.21	-1385.52	0	3966.69
U.S. Treasuries	912828YA2	US TREASURY	100000000	1.5	0.0988	3/30/21	8/15/22	128453.04	-119167.8	0.00	9285.24
U.S. Treasuries	91282CAG6	US TREASURY	50000000	0.125	0.0974	3/30/21	8/31/22	5264.94	-1166.61	0.00	4098.33
U.S. Treasuries	912796U56	TREASURY BILL	50000000	0	0.9817	3/29/22	9/22/22	0.00	4070.83	0.00	4070.83
U.S. Treasuries	912796U64	TREASURY BILL	50000000	0	1.0556	3/31/22	9/29/22	0	1458.33	0	1458.33
U.S. Treasuries	912828TY6	US TREASURY	50000000	1.625	0.1236	4/8/21	11/15/22	69578.73	-63543.22	0.00	6035.51
U.S. Treasuries	912796P94	TREASURY BILL	50000000	0	0.2494	12/13/21	12/1/22	0.00	10712.23	0.00	10712.23
U.S. Treasuries	912828Z86	US TREASURY	50000000	1.375	0.1371	8/17/21	2/15/23	58874.31	-52355.89	0	6518.42
U.S. Treasuries	912828Z86	US TREASURY	50000000	1.375	1.0249	3/3/22	2/15/23	55075.97	-13795	0	41280.97
U.S. Treasuries	912828ZD5	US TREASURY	50000000	0.5	0.162	3/18/21	3/15/23	21217.42	-14324.7	0.00	6892.72
U.S. Treasuries	91282CBU4	US TREASURY	50000000	0.125	0.1537	5/4/21	3/31/23	5321.87	1217.89	0	6539.76
U.S. Treasuries	912828ZU7	US TREASURY	50000000	0.25	0.1911	3/12/21	6/15/23	10645.61	-2495.26	0	8150.35
U.S. Treasuries	912828ZU7	US TREASURY	50000000	0.25	0.1837	4/8/21	6/15/23	10645.61	-2807.31	0	7838.3
U.S. Treasuries	912828ZU7	US TREASURY	50000000	0.25	0.252	6/24/21	6/15/23	10645.61	83.97	0	10729.58
U.S. Treasuries	912828S35	US TREASURY	50000000	1.375	1.6093	1/9/20	6/30/23	58874.31	9645.48	0	68519.79
U.S. Treasuries	912828S35	US TREASURY	50000000	1.375	0.2422	6/24/21	6/30/23	58874.31	-47960.37	0.00	10913.94
U.S. Treasuries	91282CCK5	US TREASURY	50000000	0.125	0.2602	6/30/21	6/30/23	5352.21	5722.92	0	11075.13
U.S. Treasuries	912828S92	US TREASURY	50000000	1.25	0.2011	4/1/21	7/31/23	53522.1	-44467.44	0	9054.66
U.S. Treasuries	912828S92	US TREASURY	50000000	1.25	0.2027	4/1/21	7/31/23	53522.10	-44396.3	0.00	9125.8
U.S. Treasuries	91282CAK7	US TREASURY	50000000	0.125	0.2333	8/10/21	9/15/23	5304.36	4584.49	0.00	9888.85
U.S. Treasuries	912828WE6	US TREASURY	50000000	2.75	1.7091	12/17/19	11/15/23	117748.62	-42539.59	0.00	75209.03
U.S. Treasuries	91282CBA8	US TREASURY	50000000	0.125	0.2954	3/19/21	12/15/23	5322.80	7197.88	0.00	12520.68
U.S. Treasuries	91282CBA8	US TREASURY	50000000	0.125	0.7232	12/9/21	12/15/23	5322.8	25173.02	0	30495.82
U.S. Treasuries	91282CBA8	US TREASURY	50000000	0.125	0.6864	12/15/21	12/15/23	5322.80	23638.16	0.00	28960.96
U.S. Treasuries	9128285Z9	US TREASURY	50000000	2.5	0.3278	10/4/21	1/31/24	107044.2	-91711.75	0	15332.45
U.S. Treasuries	91282CDV0	US TREASURY	50000000	0.875	1.5159	2/23/22	1/31/24	37465.47	26719.41	0.00	64184.88
U.S. Treasuries	91282CBR1	US TREASURY	50000000	0.25	1.5538	3/8/22	3/15/24	8191.59	41984.25	0	50175.84
U.S. Treasuries	91282CCC3	US TREASURY	50000000	0.25	0.4475	7/2/21	5/15/24	10704.42	8319.42	0.00	19023.84
U.S. Treasuries	912828XT2	US TREASURY	50000000	2	0.4283	7/6/21	5/31/24	85164.84	-66201.73	0	18963.11
U.S. Treasuries	91282CCL3	US TREASURY	50000000	0.375	0.3763	8/6/21	7/15/24	16056.63	56.37	0.00	16113
U.S. Treasuries	91282CCL3	US TREASURY	50000000	0.375	0.4018	8/9/21	7/15/24	16056.63	1130.66	0.00	17187.29
U.S. Treasuries	912828Y87	US TREASURY	50000000	1.75	0.4154	3/30/21	7/31/24	74930.93	-56225.65	0	18705.28
U.S. Treasuries	91282CCT6	US TREASURY	50000000	0.375	0.4439	8/25/21	8/15/24	16056.63	2899.12	0.00	18955.75
U.S. Treasuries	912828YM6	US TREASURY	50000000	1.5	0.5038	4/15/21	10/31/24	64226.52	-41798.38	0	22428.14
U.S. Treasuries	912828G38	US TREASURY	50000000	2.25	0.5162	3/9/21	11/15/24	96339.78	-72728.17	0	23611.61
U.S. Treasuries	912828G38	US TREASURY	50000000	2.25	0.4762	3/12/21	11/15/24	96339.78	-74467.25	0	21872.53
U.S. Treasuries	912828YY0	US TREASURY	50000000	1.75	0.5625	3/15/21	12/31/24	74930.94	-49764.56	0	25166.38

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912828Z52	US TREASURY	50000000	1.375	0.5756	3/30/21	1/31/25	58874.31	-33488.51	0.00	25385.8
U.S. Treasuries	912828Z52	US TREASURY	50000000	1.375	0.5707	4/15/21	1/31/25	58874.31	-33700.2	0.00	25174.11
U.S. Treasuries	912828ZC7	US TREASURY	50000000	1.125	0.607	3/15/21	2/28/25	47384.51	-21689.68	0.00	25694.83
U.S. Treasuries	912828ZC7	US TREASURY	50000000	1.125	0.6083	3/31/21	2/28/25	47384.51	-21635.98	0.00	25748.53
U.S. Treasuries	912828ZF0	US TREASURY	50000000	0.5	0.613	4/15/21	3/31/25	21287.46	4731.53	0	26018.99
U.S. Treasuries	912828ZF0	US TREASURY	50000000	0.5	0.5822	4/19/21	3/31/25	21287.46	3443.03	0	24730.49
U.S. Treasuries	912828ZL7	US TREASURY	50000000	0.375	0.5722	5/18/21	4/30/25	16056.63	8265.92	0.00	24322.55
U.S. Treasuries	912828XB1	US TREASURY	50000000	2.125	0.5666	9/2/21	5/15/25	90987.57	-65387.04	0	25600.53
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6546	3/8/21	6/30/25	10704.42	16914.68	0	27619.1
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.7014	3/9/21	6/30/25	10704.42	18848.78	0	29553.2
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6025	5/12/21	6/30/25	10704.42	14755.79	0.00	25460.21
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6511	5/13/21	6/30/25	10704.42	16771.76	0.00	27476.18
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6175	5/18/21	6/30/25	10704.42	15378.27	0	26082.69
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6022	7/12/21	6/30/25	10704.42	14750.2	0.00	25454.62
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.5091	8/5/21	6/30/25	10704.42	10877.19	0	21581.61
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.5583	8/6/21	6/30/25	10704.42	12925.74	0.00	23630.16
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	1.0354	12/7/21	6/30/25	10704.42	32670.18	0	43374.6
U.S. Treasuries	91282CAB7	US TREASURY	50000000	0.25	0.5246	8/5/21	7/31/25	10704.42	11518.87	0	22223.29
U.S. Treasuries	91282CAB7	US TREASURY	50000000	0.25	0.5738	8/6/21	7/31/25	10704.42	13565.83	0.00	24270.25
U.S. Treasuries	91282CAM3	US TREASURY	50000000	0.25	0.6628	5/12/21	9/30/25	10643.73	17234.31	0.00	27878.04
U.S. Treasuries	91282CAM3	US TREASURY	50000000	0.25	0.5987	7/26/21	9/30/25	10643.73	14591.52	0.00	25235.25
U.S. Treasuries	91282CAT8	US TREASURY	50000000	0.25	0.5542	2/25/21	10/31/25	10704.42	12718.74	0.00	23423.16
U.S. Treasuries	91282CAT8	US TREASURY	50000000	0.25	0.6521	3/2/21	10/31/25	10704.42	16771.2	0.00	27475.62
U.S. Treasuries	91282CAT8	US TREASURY	50000000	0.25	0.6655	3/4/21	10/31/25	10704.42	17324.52	0.00	28028.94
U.S. Treasuries	91282CBC4	US TREASURY	50000000	0.375	0.6036	2/25/21	12/31/25	16056.63	9543.83	0.00	25600.46
U.S. Treasuries	91282CBC4	US TREASURY	50000000	0.375	0.6814	2/26/21	12/31/25	16056.63	12766.52	0.00	28823.15
U.S. Treasuries	91282CBW0	US TREASURY	50000000	0.75	0.8929	6/28/21	4/30/26	32113.26	5927.91	0.00	38041.17
U.S. Treasuries	91282CBW0	US TREASURY	50000000	0.75	0.8642	7/2/21	4/30/26	32113.26	4739.35	0.00	36852.61
U.S. Treasuries	912828R36	US TREASURY	50000000	1.625	0.6924	7/23/21	5/15/26	69578.73	-38871.3	0.00	30707.43
U.S. Treasuries	912828R36	US TREASURY	50000000	1.625	0.8064	8/27/21	5/15/26	69578.73	-34035.64	0	35543.09
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.9031	7/2/21	6/30/26	37465.47	1161.81	0.00	38627.28
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.846	7/14/21	6/30/26	37465.47	-1202.91	0	36262.56
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7322	7/22/21	6/30/26	37465.47	-5940.58	0	31524.89
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7395	7/22/21	6/30/26	37465.47	-5638.51	0	31826.96
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.706	8/6/21	6/30/26	37465.47	-7039.55	0	30425.92
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7746	8/10/21	6/30/26	37465.47	-4172.14	0	33293.33
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.9018	9/24/21	6/30/26	37465.47	1113.5	0	38578.97
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	1.0521	10/14/21	6/30/26	37465.47	7321.94	0	44787.41
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	1.3228	1/4/22	6/30/26	37465.47	18408.02	0.00	55873.49
U.S. Treasuries	91282CCW9	US TREASURY	50000000	0.75	0.9797	9/28/21	8/31/26	31589.68	9496.23	0	41085.91
U.S. Treasuries	91282CCZ2	US TREASURY	50000000	0.875	1.0032	10/8/21	9/30/26	37253.06	5295.36	0	42548.42
U.S. Treasuries	91282CCZ2	US TREASURY	50000000	0.875	1.0105	10/8/21	9/30/26	37253.06	5595.09	0	42848.15
U.S. Treasuries	91282CCZ2	US TREASURY	50000000	0.875	1.1593	10/19/21	9/30/26	37253.05	11693.89	0	48946.94
U.S. Treasuries	91282CDK4	US TREASURY	50000000	1.25	1.2201	12/3/21	11/30/26	53228.02	-1228.87	0.00	51999.15
U.S. Treasuries	91282CDK4	US TREASURY	50000000	1.25	1.2014	12/7/21	11/30/26	53228.02	-1997.15	0	51230.87
U.S. Treasuries	91282CDK4	US TREASURY	50000000	1.25	2.5854	3/29/22	11/30/26	5151.1	5135.11	0	10286.21
U.S. Treasuries	91282CDQ1	US TREASURY	50000000	1.25	2.5489	3/29/22	12/31/26	5179.56	4992.94	0	10172.5
Subtotals			\$ 5,000,000,000					\$ 3,128,419	\$ (836,081)	\$ -	\$ 2,292,338

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	\$ -	2.55	2.56	3/1/19	3/1/22	\$ -	\$ -	\$ -	\$ -
Federal Agencies	313385TU0	FED HOME LN DISCOUNT NT	-	0.00	0.03	3/2/22	3/3/22	-	21	-	21
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	-	2.50	2.36	4/5/19	3/11/22	27,778	(1,479)	-	26,299
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	-	2.50	2.36	4/5/19	3/11/22	12,347	(644)	-	11,703
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	-	2.47	2.36	4/8/19	3/14/22	23,320	(984)	-	22,336
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	-	2.47	2.36	4/8/19	3/14/22	40,583	(1,635)	-	38,949
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	-	0.70	0.70	3/25/20	3/25/22	11,667	33	-	11,700
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	-	0.70	0.71	3/25/20	3/25/22	11,667	230	-	11,897
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	-	0.70	0.71	3/25/20	3/25/22	11,667	132	-	11,798
Federal Agencies	3133ELUQ5	FEDERAL FARM CREDIT BANK	-	0.70	0.73	3/25/20	3/25/22	11,667	551	-	12,217
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,270)	-	37,793
Federal Agencies	313313VG0	FED FARM CRD DISCOUNT NT	10,000,000	0.00	0.06	7/9/21	4/8/22	-	517	-	517
Federal Agencies	3135G0V59	FANNIE MAE	25,000,000	2.25	2.36	4/12/19	4/12/22	46,875	2,319	-	49,194
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,639	-	98,389
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,639	-	98,389
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.37	4/18/19	4/18/22	97,917	863	-	98,779
Federal Agencies	3133EMXN7	FEDERAL FARM CREDIT BANK	19,550,000	0.06	0.07	4/28/21	4/27/22	978	140	-	1,117
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	-	2,368	-	2,368
Federal Agencies	3130AMGM8	FEDERAL HOME LOAN BANK	50,000,000	0.06	0.06	5/11/21	5/10/22	2,500	143	-	2,643
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	153	-	2,403
Federal Agencies	3133EKLRS	FEDERAL FARM CREDIT BANK	25,000,000	2.25	2.32	5/16/19	5/16/22	46,875	1,435	-	48,310
Federal Agencies	3133EKLRS	FEDERAL FARM CREDIT BANK	35,000,000	2.25	2.32	5/16/19	5/16/22	65,625	2,010	-	67,635
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(1,008)	-	77,117
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	43	-	78,168
Federal Agencies	3133EMF64	FEDERAL FARM CREDIT BANK	58,735,000	0.06	0.08	7/7/21	6/9/22	2,937	1,055	-	3,992
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	20,000,000	1.63	1.63	12/16/19	6/15/22	27,167	36	-	27,203
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	45	-	34,003
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	33,958	45	-	34,003
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	25,000,000	1.85	0.69	3/18/20	9/20/22	38,542	(24,325)	-	14,217
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	40,000,000	0.70	0.71	4/3/20	10/3/22	23,333	340	-	23,673
Federal Agencies	3133EMS45	FEDERAL FARM CREDIT BANK	50,000,000	0.11	0.12	7/14/21	12/14/22	4,583	425	-	5,008
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANK	60,000,000	0.14	0.15	5/18/21	1/19/23	7,000	639	-	7,639
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	10,140,000	1.60	0.74	3/25/20	1/23/23	13,520	(7,320)	-	6,201
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANK	45,500,000	0.13	1.10	3/3/22	2/3/23	4,424	34,738	-	39,162
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANK	44,400,000	2.14	1.08	3/7/22	2/6/23	63,344	(31,747)	-	31,597
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANK	50,000,000	0.16	0.32	11/12/21	2/10/23	6,667	6,828	-	13,494
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANK	65,000,000	0.13	0.16	3/31/21	3/23/23	6,771	1,926	-	8,697
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	20,000,000	0.13	0.19	4/13/21	4/13/23	2,083	1,121	-	3,204
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	25,000,000	0.13	0.19	4/13/21	4/13/23	2,604	1,401	-	4,006
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.19	4/13/21	4/13/23	5,208	2,803	-	8,011
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANK	44,500,000	0.13	0.17	5/5/21	4/27/23	4,635	1,622	-	6,257
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	12,500,000	0.13	0.19	5/10/21	5/10/23	1,302	679	-	1,982
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	25,000,000	0.13	0.19	5/10/21	5/10/23	2,604	1,359	-	3,963
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	75,000,000	0.13	0.19	5/10/21	5/10/23	7,813	4,077	-	11,889
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANK	15,000,000	0.13	0.17	6/4/21	6/2/23	1,563	588	-	2,150
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANK	100,000,000	0.13	0.16	6/2/21	6/2/23	10,417	2,633	-	13,050

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.26	6/28/21	6/14/23	5,208	5,851	-	11,060
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	48,067,000	0.20	0.53	12/14/21	6/26/23	8,011	13,355	-	21,366
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	50,000,000	0.20	0.22	8/26/21	6/26/23	8,333	932	-	9,265
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.20	7/14/21	7/14/23	5,208	3,066	-	8,275
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.22	7/14/21	7/14/23	5,208	3,939	-	9,147
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANK	50,000,000	0.45	0.45	11/24/21	7/24/23	18,750	179	-	18,929
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANK	50,000,000	0.16	0.19	8/10/21	8/10/23	6,667	1,274	-	7,941
Federal Agencies	3137EAEV7	FREDDIE MAC	40,776,000	0.25	0.59	12/6/21	8/24/23	8,495	11,550	-	20,045
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANK	20,975,000	0.13	0.59	12/14/21	9/8/23	2,185	8,259	-	10,444
Federal Agencies	3135G0U43	FANNIE MAE	29,648,000	2.88	0.66	12/9/21	9/12/23	71,032	(55,303)	-	15,729
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANK	50,000,000	0.17	0.22	9/27/21	9/27/23	7,083	2,123	-	9,207
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANK	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANK	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANK	75,000,000	0.50	0.57	12/3/21	12/1/23	31,250	4,631	-	35,881
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	10,000,000	2.25	0.73	12/10/21	12/8/23	18,750	(12,817)	-	5,933
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	30,000,000	2.25	0.73	12/10/21	12/8/23	56,250	(38,452)	-	17,798
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	25,000,000	0.68	0.71	12/20/21	12/20/23	14,167	527	-	14,693
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	510	-	14,676
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	62,000,000	0.68	0.70	12/20/21	12/20/23	35,133	1,253	-	36,387
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	11,856,000	0.90	1.44	3/3/22	1/18/24	8,299	4,954	-	13,253
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	50,000,000	0.90	1.21	2/1/22	1/18/24	37,500	12,946	-	50,446
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANK	39,010,000	2.50	0.62	11/12/21	2/13/24	81,271	(61,729)	-	19,542
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,891)	-	14,533
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	1,019	-	21,853
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	11,000,000	2.13	2.19	3/25/22	2/28/24	3,896	125	-	4,020
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	25,000,000	2.13	2.19	3/25/22	2/28/24	8,854	283	-	9,137
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,711	-	14,211
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,713	-	14,213
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(132)	-	4,693
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(236)	-	8,346
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	39,000,000	0.35	0.34	5/4/21	4/22/24	11,375	(312)	-	11,063
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANK	50,000,000	0.45	0.39	8/6/21	7/23/24	18,750	(2,636)	-	16,114
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	25,000,000	0.43	0.46	9/23/21	9/23/24	8,958	714	-	9,673
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	19,345
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	19,345
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	7,617
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	7,617
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	50,000,000	0.88	0.91	11/18/21	11/18/24	36,458	1,626	-	38,085
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.66	12/3/19	12/3/24	33,854	679	-	34,533
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	50,000,000	0.92	0.93	12/9/21	12/9/24	38,333	424	-	38,758
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	50,000,000	0.92	0.95	12/9/21	12/9/24	38,333	1,047	-	39,380
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	20,000,000	1.13	1.20	1/11/22	1/6/25	18,750	1,279	-	20,029
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	25,036
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	25,036
Federal Agencies	3135G0X24	FANNIE MAE	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(35,924)	-	16,969
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	FREDDIE MAC	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	196	-	18,946
Federal Agencies	3137EAEP0	FREDDIE MAC	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	654	-	63,154
Federal Agencies	3137EAEP0	FREDDIE MAC	53,532,000	1.50	0.55	4/21/21	2/12/25	66,915	(42,685)	-	24,230
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	159	-	16,293
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	614	-	24,814
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANK	50,000,000	0.60	0.61	4/21/21	4/21/25	25,000	562	-	25,562
Federal Agencies	3135G03U5	FANNIE MAE	37,938,000	0.63	1.08	12/8/21	4/22/25	19,759	14,359	-	34,119
Federal Agencies	3135G03U5	FANNIE MAE	50,000,000	0.63	0.57	7/12/21	4/22/25	26,042	(2,426)	-	23,616
Federal Agencies	3135G03U5	FANNIE MAE	50,000,000	0.63	1.08	12/8/21	4/22/25	26,042	19,039	-	45,081
Federal Agencies	3135G04Z3	FANNIE MAE	4,655,000	0.50	1.11	12/8/21	6/17/25	1,940	2,369	-	4,309
Federal Agencies	3135G04Z3	FANNIE MAE	10,000,000	0.50	1.11	12/8/21	6/17/25	4,167	5,068	-	9,235
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANK	17,680,000	0.70	0.62	7/12/21	6/30/25	10,313	(1,169)	-	9,145
Federal Agencies	3135G05X7	FANNIE MAE	25,000,000	0.38	0.66	3/4/21	8/25/25	7,813	5,987	-	13,799
Federal Agencies	3135G05X7	FANNIE MAE	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	12,045	-	34,701
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANK	10,295,000	1.75	1.03	11/2/21	9/12/25	15,014	(6,163)	-	8,850
Federal Agencies	3137EAEX3	FREDDIE MAC	22,600,000	0.38	0.68	3/4/21	9/23/25	7,063	5,676	-	12,738
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	39,675,000	1.05	1.08	11/17/21	11/17/25	34,716	1,120	-	35,835
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	55,000,000	1.05	1.09	11/17/21	11/17/25	48,125	1,634	-	49,759
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	45,000,000	1.17	1.20	12/16/21	12/16/25	43,875	974	-	44,849
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	50,000,000	1.17	1.20	12/16/21	12/16/25	48,750	1,082	-	49,832
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANK	15,500,000	0.69	0.75	8/9/21	4/6/26	8,913	763	-	9,675
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	21,875	-	-	21,875
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271

Monthly Investment Earnings

Pooled Fund

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Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	14,688	-	-	14,688
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	14,688	-	-	14,688
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	14,688	-	-	14,688
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	14,688	-	-	14,688
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANK	48,573,000	1.68	2.18	3/16/22	3/10/27	34,001	10,031	-	44,032
Subtotals			\$ 4,746,129,000					\$ 3,414,691	\$ (79,268)	\$ -	\$ 3,335,422
Public Time Deposits	PPEB3XSW4	BANK OF SAN FRANCISCO	\$ -	0.09	0.09	9/20/21	3/21/22	\$ 500	\$ -	\$ -	\$ 500
Public Time Deposits	PPEE3CH06	BRIDGE BANK	-	0.09	0.09	9/20/21	3/21/22	494	-	-	494
Public Time Deposits	PPES5U4Q0	BANK OF SAN FRANCISCO	10,000,000	0.13	0.13	12/6/21	6/6/22	1,119	-	-	1,119
Public Time Deposits	PPEJ79PT6	BRIDGE BANK	10,000,000	0.15	0.15	12/20/21	6/20/22	1,274	-	-	1,274
Public Time Deposits	PPE4E8VT6	BANK OF SAN FRANCISCO	10,000,000	0.81	0.81	3/21/22	9/19/22	2,475	-	-	2,475
Public Time Deposits	PPEEE5T97	BRIDGE BANK	10,000,000	0.81	0.81	3/21/22	9/19/22	2,441	-	-	2,441
Subtotals			\$ 40,000,000					\$ 8,304	\$ -	\$ -	\$ 8,304
Negotiable CDs	06367CBZ9	BANK OF MONTREAL CHICAGO	\$ -	0.20	0.20	3/3/21	3/2/22	\$ 565	\$ -	\$ -	\$ 565
Negotiable CDs	89114W3C7	TORONTO DOMINION BANK NY	-	0.21	0.21	3/4/21	3/4/22	875	-	-	875
Negotiable CDs	78012UJ30	ROYAL BANK OF CANADA NY	-	0.23	0.23	3/11/21	3/11/22	3,194	-	-	3,194
Negotiable CDs	89114W4K8	TORONTO DOMINION BANK NY	-	0.23	0.23	3/15/21	3/15/22	4,472	-	-	4,472
Negotiable CDs	06367CCY1	BANK OF MONTREAL CHICAGO	-	0.26	0.26	3/16/21	3/16/22	5,435	-	-	5,435
Negotiable CDs	78012UH73	ROYAL BANK OF CANADA NY	-	0.22	0.22	3/11/21	3/16/22	4,583	-	-	4,583
Negotiable CDs	78012UK46	ROYAL BANK OF CANADA NY	-	0.23	0.23	3/30/21	3/28/22	8,625	-	-	8,625
Negotiable CDs	89114W5N1	TORONTO DOMINION BANK NY	-	0.22	0.22	3/30/21	3/28/22	8,250	-	-	8,250
Negotiable CDs	78012UK53	ROYAL BANK OF CANADA NY	50,000,000	0.23	0.23	4/6/21	4/6/22	9,903	-	-	9,903
Negotiable CDs	89114W6T7	TORONTO DOMINION BANK NY	50,000,000	0.22	0.22	4/13/21	4/11/22	9,472	-	-	9,472
Negotiable CDs	89114WHS7	TORONTO DOMINION BANK NY	50,000,000	0.16	0.16	10/12/21	4/13/22	6,889	-	-	6,889
Negotiable CDs	06367CHR1	BANK OF MONTREAL CHICAGO	100,000,000	0.17	0.17	7/6/21	5/9/22	14,639	-	-	14,639
Negotiable CDs	89114WBD6	TORONTO DOMINION BANK NY	50,000,000	0.21	0.21	5/25/21	5/25/22	9,042	-	-	9,042
Negotiable CDs	06417MTV7	BANK OF NOVA SCOTIA HOUS	100,000,000	0.30	0.30	12/2/21	6/15/22	25,833	-	-	25,833
Negotiable CDs	78012UT96	ROYAL BANK OF CANADA NY	100,000,000	0.15	0.15	9/16/21	6/17/22	12,917	-	-	12,917
Negotiable CDs	06417MTY1	BANK OF NOVA SCOTIA HOUS	100,000,000	0.31	0.31	12/6/21	6/30/22	26,694	-	-	26,694
Negotiable CDs	78012UX42	ROYAL BANK OF CANADA NY	50,000,000	0.20	0.20	10/29/21	6/30/22	8,611	-	-	8,611
Negotiable CDs	89114WMZ5	TORONTO DOMINION BANK NY	50,000,000	0.30	0.30	12/13/21	6/30/22	12,917	-	-	12,917
Negotiable CDs	89114WQB4	TORONTO DOMINION BANK NY	50,000,000	0.53	0.53	2/1/22	6/30/22	22,819	-	-	22,819
Negotiable CDs	06367CQB6	BANK OF MONTREAL CHICAGO	50,000,000	0.33	0.33	12/17/21	7/1/22	14,208	-	-	14,208
Negotiable CDs	89114WJ89	TORONTO DOMINION BANK NY	50,000,000	0.21	0.21	10/19/21	7/1/22	9,042	-	-	9,042
Negotiable CDs	06417MUM5	BANK OF NOVA SCOTIA HOUS	100,000,000	0.31	0.31	12/13/21	7/6/22	26,694	-	-	26,694
Negotiable CDs	06367CKG1	BANK OF MONTREAL CHICAGO	50,000,000	0.18	0.18	8/25/21	7/18/22	7,750	-	-	7,750
Negotiable CDs	06367CKN6	BANK OF MONTREAL CHICAGO	50,000,000	0.18	0.18	8/30/21	7/18/22	7,750	-	-	7,750
Negotiable CDs	06417MSJ5	BANK OF NOVA SCOTIA HOUS	50,000,000	0.24	0.24	11/2/21	8/1/22	10,333	-	-	10,333
Negotiable CDs	06367CST5	BANK OF MONTREAL CHICAGO	50,000,000	0.83	0.83	3/2/22	8/29/22	34,583	-	-	34,583
Negotiable CDs	78012U3T0	ROYAL BANK OF CANADA NY	50,000,000	0.80	0.80	2/28/22	8/29/22	34,444	-	-	34,444
Negotiable CDs	06367CSP3	BANK OF MONTREAL CHICAGO	50,000,000	0.82	0.82	2/28/22	9/12/22	35,306	-	-	35,306
Negotiable CDs	78012U3V5	ROYAL BANK OF CANADA NY	50,000,000	0.85	0.85	3/1/22	9/12/22	36,597	-	-	36,597
Negotiable CDs	78012U4G7	ROYAL BANK OF CANADA NY	50,000,000	1.42	1.42	3/15/22	9/22/22	33,528	-	-	33,528
Negotiable CDs	78012U4H5	ROYAL BANK OF CANADA NY	50,000,000	1.44	1.44	3/15/22	9/26/22	34,000	-	-	34,000
Negotiable CDs	78012UW84	ROYAL BANK OF CANADA NY	50,000,000	0.28	0.28	10/26/21	9/26/22	12,056	-	-	12,056
Negotiable CDs	78012UW68	ROYAL BANK OF CANADA NY	50,000,000	0.30	0.30	10/25/21	10/24/22	12,917	-	-	12,917
Negotiable CDs	96130ALC0	WESTPAC BANKING CORP NY	50,000,000	0.30	0.30	10/27/21	10/24/22	12,917	-	-	12,917
Negotiable CDs	78012U2E4	ROYAL BANK OF CANADA NY	50,000,000	0.48	0.48	12/2/21	12/2/22	20,667	-	-	20,667
Negotiable CDs	89114WM36	TORONTO DOMINION BANK NY	50,000,000	0.48	0.48	12/2/21	12/2/22	20,667	-	-	20,667

Monthly Investment Earnings

Pooled Fund

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Negotiable CDs	06367CPS0	BANK OF MONTREAL CHICAGO	50,000,000	0.52	0.52	12/8/21	12/7/22	22,389	-	-	22,389
Negotiable CDs	89114WP58	TORONTO DOMINION BANK NY	60,000,000	0.57	0.57	1/6/22	12/30/22	29,450	-	-	29,450
Negotiable CDs	06367CSR9	BANK OF MONTREAL CHICAGO	50,000,000	1.18	1.18	3/1/22	1/30/23	50,806	-	-	50,806
Negotiable CDs	89114WQL2	TORONTO DOMINION BANK NY	50,000,000	0.95	0.95	2/3/22	1/30/23	40,903	-	-	40,903
Negotiable CDs	06367CSM0	BANK OF MONTREAL CHICAGO	50,000,000	1.35	1.35	2/28/22	2/13/23	58,125	-	-	58,125
Negotiable CDs	89114WRW7	TORONTO DOMINION BANK NY	50,000,000	1.35	1.35	2/28/22	2/13/23	58,125	-	-	58,125
Subtotals			\$ 1,960,000,000					\$ 818,991	\$ -	\$ -	\$ 818,991
Commercial Paper	89233HDT8	TOYOTA MOTOR CREDIT CORP	\$ 25,000,000	0.00	0.17	10/28/21	4/27/22	\$ -	\$ 3,660	\$ -	\$ 3,660
Commercial Paper	89233HF82	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.20	11/10/21	6/8/22	-	8,611	-	8,611
Commercial Paper	89233HFE9	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.21	10/25/21	6/14/22	-	9,042	-	9,042
Commercial Paper	89233HFF6	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.32	12/21/21	6/15/22	-	13,778	-	13,778
Commercial Paper	89233HFF6	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.30	1/4/22	6/15/22	-	12,917	-	12,917
Commercial Paper	89233HFN9	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.27	12/6/21	6/22/22	-	11,625	-	11,625
Commercial Paper	89233HFQ2	TOYOTA MOTOR CREDIT CORP	60,000,000	0.00	0.31	12/16/21	6/24/22	-	16,017	-	16,017
Commercial Paper	89233HFW9	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.19	10/19/21	6/30/22	-	8,181	-	8,181
Commercial Paper	89233HFW9	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.24	11/1/21	6/30/22	-	10,333	-	10,333
Commercial Paper	62479MG15	MUFG BANK LTD NY	50,000,000	0.00	0.65	2/23/22	7/1/22	-	27,986	-	27,986
Commercial Paper	89233HG16	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.24	11/19/21	7/1/22	-	10,333	-	10,333
Commercial Paper	62479MGL1	MUFG BANK LTD NY	50,000,000	0.00	0.67	2/28/22	7/20/22	-	28,847	-	28,847
Commercial Paper	62479MGN7	MUFG BANK LTD NY	50,000,000	0.00	0.70	3/1/22	7/22/22	-	30,139	-	30,139
Commercial Paper	89233HH15	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.25	11/4/21	8/1/22	-	10,764	-	10,764
Commercial Paper	62479MH30	MUFG BANK LTD NY	50,000,000	0.00	1.21	3/28/22	8/3/22	-	6,667	-	6,667
Subtotals			\$ 735,000,000					\$ -	\$ 208,899	\$ -	\$ 208,899
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 13,547,795	0.10	0.10	3/31/22	4/1/22	\$ 1,202	\$ -	\$ -	\$ 1,202
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	227,764,205	0.09	0.09	3/31/22	4/1/22	21,735	-	-	21,735
Money Market Funds	31607A703	FIDELITY INST GOV FUND	14,349,165	0.08	0.08	3/31/22	4/1/22	972	-	-	972
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	11,100,196	0.09	0.09	3/31/22	4/1/22	879	-	-	879
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	328,439,731	0.15	0.15	3/31/22	4/1/22	33,519	-	-	33,519
Money Market Funds	85749T517	STATE ST INST US GOV MM-OPP	300,040,472	0.11	0.11	3/31/22	4/1/22	28,881	-	-	28,881
Subtotals			\$ 895,241,565					\$ 87,189	\$ -	\$ -	\$ 87,189
Supranationals	459058ES8	INTL BK RECON & DEVELOP	\$ 64,387,000	1.88	0.33	12/16/21	10/7/22	\$ 100,658	\$ (84,103)	\$ -	\$ 16,556
Supranationals	459058JV6	INTL BK RECON & DEVELOP	100,000,000	0.13	0.26	4/20/21	4/20/23	10,500	8,790	-	19,290
Supranationals	4581X0CC0	INTER-AMERICAN DEVEL BK	25,756,000	3.00	0.65	12/15/21	10/4/23	64,390	(50,964)	-	13,426
Supranationals	45906M3B5	INTL BK RECON & DEVELOP	100,000,000	1.98	1.98	3/23/22	6/14/24	44,000	-	-	44,000
Supranationals	459056HV2	INTL BK RECON & DEVELOP	50,000,000	1.50	0.79	11/2/21	8/28/24	62,500	(29,623)	-	32,877
Supranationals	4581X0DZ8	INTER-AMERICAN DEVEL BK	50,000,000	0.50	0.78	11/4/21	9/23/24	20,833	11,897	-	32,730
Supranationals	45950VQG4	INTL FINANCE CORP	10,000,000	0.44	0.72	10/22/21	9/23/24	3,667	2,362	-	6,029
Supranationals	4581X0CM8	INTER-AMERICAN DEVEL BK	100,000,000	2.13	0.58	4/26/21	1/15/25	177,083	(129,379)	-	47,704
Supranationals	459058JB0	INTL BK RECON & DEVELOP	40,000,000	0.63	0.56	7/23/21	4/22/25	20,867	(1,947)	-	18,919
Supranationals	4581X0DN5	INTER-AMERICAN DEVEL BK	28,900,000	0.63	0.99	11/1/21	7/15/25	15,052	8,734	-	23,786
Supranationals	45818WDG8	INTER-AMERICAN DEVEL BK	19,500,000	0.82	0.75	8/25/21	2/27/26	13,325	(1,071)	-	12,254
Subtotals			\$ 588,543,000					\$ 532,875	\$ (265,304)	\$ -	\$ 267,571
Grand Totals			\$ 13,964,913,565					\$ 7,990,468	\$ (971,755)	\$ -	\$ 7,018,713

¹ Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended March 31, 2022

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/1/22	1/30/23	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CSR9	\$ 50,000,000	1.18	1.18	\$ 100.00	\$ -	\$ 50,000,000
Purchase	3/1/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	80,000,000	0.03	0.03	100.00	-	80,000,000
Purchase	3/1/22	6/28/22	U.S. Treasuries	TREASURY BILL	912796W39	25,000,000	0.00	0.48	99.84	-	24,960,333
Purchase	3/1/22	7/22/22	Commercial Paper	MUFG BANK LTD NY	62479MGN7	50,000,000	0.00	0.70	99.72	-	49,860,972
Purchase	3/1/22	9/12/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012U3V5	50,000,000	0.85	0.85	100.00	-	50,000,000
Purchase	3/2/22	3/3/22	Federal Agencies	FED HOME LN DISCOUNT NT	313385TU0	25,000,000	0.00	0.03	100.00	-	24,999,979
Purchase	3/2/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	87,000,000	0.15	0.15	100.00	-	87,000,000
Purchase	3/2/22	8/29/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CST5	50,000,000	0.83	0.83	100.00	-	50,000,000
Purchase	3/3/22	1/18/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENLNF5	11,856,000	0.90	1.44	99.01	13,338	11,752,153
Purchase	3/3/22	2/3/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMPH9	45,500,000	0.13	1.10	99.11	4,740	45,101,055
Purchase	3/3/22	2/15/23	U.S. Treasuries	US TREASURY	91282Z86	50,000,000	1.38	1.02	100.33	30,387	50,196,402
Purchase	3/4/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	35,000,000	0.15	0.15	100.00	-	35,000,000
Purchase	3/7/22	2/6/23	Federal Agencies	FEDERAL HOME LOAN BANK	3133827H0	44,400,000	2.14	1.08	100.96	81,819	44,908,503
Purchase	3/8/22	3/15/24	U.S. Treasuries	US TREASURY	91282CBR1	50,000,000	0.25	1.55	97.42	60,083	48,769,067
Purchase	3/9/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	16,000,000	0.15	0.15	100.00	-	16,000,000
Purchase	3/11/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	30,000,000	0.09	0.09	100.00	-	30,000,000
Purchase	3/11/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	180,000,000	0.15	0.15	100.00	-	180,000,000
Purchase	3/15/22	9/22/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012U4G7	50,000,000	1.42	1.42	100.00	-	50,000,000
Purchase	3/15/22	9/26/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012U4H5	50,000,000	1.44	1.44	100.00	-	50,000,000
Purchase	3/16/22	3/10/27	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENRD4	48,573,000	1.68	2.18	97.65	13,600	47,445,621
Purchase	3/16/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	25,000,000	0.15	0.15	100.00	-	25,000,000
Purchase	3/18/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	20,000,000	0.15	0.15	100.00	-	20,000,000
Purchase	3/21/22	3/22/22	U.S. Treasuries	TREASURY BILL	912796S91	50,000,000	0.00	0.17	100.00	-	49,999,764
Purchase	3/21/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	20,000,000	0.09	0.09	100.00	-	20,000,000
Purchase	3/21/22	9/19/22	Public Time Deposits	BANK OF SAN FRANCISCO	PPE4E8VT6	10,000,000	0.81	0.81	100.00	-	10,000,000
Purchase	3/21/22	9/19/22	Public Time Deposits	BRIDGE BANK	PPEEE5T97	10,000,000	0.81	0.81	100.00	-	10,000,000
Purchase	3/22/22	3/8/27	Federal Agencies	FEDERAL HOME LOAN BANK	3130ARB59	25,000,000	2.35	2.35	100.00	-	25,000,000
Purchase	3/22/22	3/8/27	Federal Agencies	FEDERAL HOME LOAN BANK	3130ARB59	25,000,000	2.35	2.35	100.00	-	25,000,000
Purchase	3/22/22	3/8/27	Federal Agencies	FEDERAL HOME LOAN BANK	3130ARB59	25,000,000	2.35	2.35	100.00	-	25,000,000
Purchase	3/22/22	3/8/27	Federal Agencies	FEDERAL HOME LOAN BANK	3130ARB59	25,000,000	2.35	2.35	100.00	-	25,000,000
Purchase	3/23/22	6/14/24	Supranationals	INTL BK RECON & DEVELOP	45906M3B5	100,000,000	1.98	1.98	100.00	-	100,000,000
Purchase	3/24/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	75,000,000	0.15	0.15	100.00	-	75,000,000
Purchase	3/25/22	2/28/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130ARHG9	11,000,000	2.13	2.19	99.89	-	10,987,460
Purchase	3/25/22	2/28/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130ARHG9	25,000,000	2.13	2.19	99.89	-	24,971,500
Purchase	3/25/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	150,000,000	0.15	0.15	100.00	-	150,000,000
Purchase	3/28/22	3/29/22	U.S. Treasuries	TREASURY BILL	912796T25	50,000,000	0.00	0.24	100.00	-	49,999,667
Purchase	3/28/22	8/3/22	Commercial Paper	MUFG BANK LTD NY	62479MH30	50,000,000	0.00	1.21	99.57	-	49,786,667
Purchase	3/29/22	9/22/22	U.S. Treasuries	TREASURY BILL	912796U56	50,000,000	0.00	0.98	99.52	-	49,759,821
Purchase	3/29/22	11/30/26	U.S. Treasuries	US TREASURY	91282CDK4	50,000,000	1.25	2.59	94.16	204,327	47,282,452
Purchase	3/29/22	12/31/26	U.S. Treasuries	US TREASURY	91282CDQ1	50,000,000	1.25	2.55	94.21	151,934	47,259,356
Purchase	3/31/22	4/1/22	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	1,202	0.10	0.10	100.00	-	1,202
Purchase	3/31/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	21,735	0.09	0.09	100.00	-	21,735
Purchase	3/31/22	4/1/22	Money Market Funds	FIDELITY INST GOV FUND	31607A703	972	0.08	0.08	100.00	-	972
Purchase	3/31/22	4/1/22	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	879	0.09	0.09	100.00	-	879
Purchase	3/31/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	33,519	0.15	0.15	100.00	-	33,519
Purchase	3/31/22	4/1/22	Money Market Funds	STATE ST INST US GOV MM-	85749T517	28,881	0.11	0.11	100.00	-	28,881
Purchase	3/31/22	9/29/22	U.S. Treasuries	TREASURY BILL	912796U64	50,000,000	0.00	1.06	99.47	-	49,734,584
Subtotals						\$1,924,416,189	0.68	0.91	\$ 99.53	\$ 560,228	\$1,915,862,544

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Sale	3/1/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	\$ 165,000,000	0.03	0.03	\$ 100.00	\$ -	\$ 165,000,000
Sale	3/3/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	66,000,000	0.15	0.15	100.00	-	66,000,000
Sale	3/7/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	54,000,000	0.15	0.15	100.00	-	54,000,000
Sale	3/8/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	88,000,000	0.09	0.09	100.00	-	88,000,000
Sale	3/15/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	0.15	0.15	100.00	-	50,000,000
Sale	3/21/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	40,000,000	0.15	0.15	100.00	-	40,000,000
Sale	3/22/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	6,000,000	0.15	0.15	100.00	-	6,000,000
Sale	3/23/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	73,000,000	0.09	0.09	100.00	-	73,000,000
Sale	3/28/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	26,000,000	0.15	0.15	100.00	-	26,000,000
Sale	3/29/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	73,000,000	0.15	0.15	100.00	-	73,000,000
Sale	3/31/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	37,000,000	0.15	0.15	100.00	-	37,000,000
Subtotals						\$ 678,000,000	0.11	0.11	\$ 100.00	\$ -	\$ 678,000,000
Maturity	3/1/22	3/1/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKBV7	\$ 10,000,000	2.55	2.56	100.00	\$ 127,500	\$ 10,127,500
Maturity	3/2/22	3/2/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CBZ9	100,000,000	0.20	0.20	100.00	50,813	100,050,813
Maturity	3/3/22	3/3/22	Federal Agencies	FED HOME LN DISCOUNT NT	313385TU0	25,000,000	0.00	0.03	100.00	-	25,000,000
Maturity	3/4/22	3/4/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W3C7	50,000,000	0.21	0.21	100.00	106,458	50,106,458
Maturity	3/11/22	3/11/22	Federal Agencies	FEDERAL HOME LOAN BANK	313378WG2	17,780,000	2.50	2.36	100.00	222,250	18,002,250
Maturity	3/11/22	3/11/22	Federal Agencies	FEDERAL HOME LOAN BANK	313378WG2	40,000,000	2.50	2.36	100.00	500,000	40,500,000
Maturity	3/11/22	3/11/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UJ30	50,000,000	0.23	0.23	100.00	116,597	50,116,597
Maturity	3/14/22	3/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKDC7	26,145,000	2.47	2.36	100.00	322,891	26,467,891
Maturity	3/14/22	3/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKDC7	45,500,000	2.47	2.36	100.00	561,925	46,061,925
Maturity	3/15/22	3/15/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W4K8	50,000,000	0.23	0.23	100.00	116,597	50,116,597
Maturity	3/16/22	3/16/22	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367CCY1	50,000,000	0.26	0.26	100.00	32,610	50,032,610
Maturity	3/16/22	3/16/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UH73	50,000,000	0.22	0.22	100.00	113,056	50,113,056
Maturity	3/21/22	3/21/22	Public Time Deposits	BANK OF SAN FRANCISCO	PPEB3XSW4	10,000,000	0.09	0.09	100.00	4,550	10,004,550
Maturity	3/21/22	3/21/22	Public Time Deposits	BRIDGE BANK	PPEE3CH06	10,000,000	0.09	0.09	100.00	4,489	10,004,489
Maturity	3/22/22	3/22/22	U.S. Treasuries	TREASURY BILL	912796S91	50,000,000	0.00	0.17	100.00	-	50,000,000
Maturity	3/24/22	3/24/22	U.S. Treasuries	TREASURY BILL	912796F38	50,000,000	0.00	0.06	100.00	-	50,000,000
Maturity	3/25/22	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.70	100.00	87,500	25,087,500
Maturity	3/25/22	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.71	100.00	87,500	25,087,500
Maturity	3/25/22	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.71	100.00	87,500	25,087,500
Maturity	3/25/22	3/25/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELUQ5	25,000,000	0.70	0.73	100.00	87,500	25,087,500
Maturity	3/28/22	3/28/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UK46	50,000,000	0.23	0.23	100.00	115,958	50,115,958
Maturity	3/28/22	3/28/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114W5N1	50,000,000	0.22	0.22	100.00	110,917	50,110,917
Maturity	3/29/22	3/29/22	U.S. Treasuries	TREASURY BILL	912796T25	50,000,000	0.00	0.24	100.00	-	50,000,000
Maturity	3/31/22	3/31/22	U.S. Treasuries	US TREASURY	912828ZG8	50,000,000	0.38	0.07	100.00	93,750	50,093,750
Subtotals						\$ 934,425,000	0.58	0.57	\$ -	\$ 2,950,360	\$ 937,375,360
Interest	3/3/22	3/3/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELQY3	\$ 16,000,000	1.21	1.22	0.00	0.00	\$ 96,800
Interest	3/3/22	3/3/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELQY3	24,000,000	1.21	1.24	0.00	0.00	145,200
Interest	3/3/22	9/3/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130AP6T7	25,000,000	1.08	1.08	0.00	0.00	113,472
Interest	3/3/22	9/3/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130AP6T7	25,000,000	1.08	1.08	0.00	0.00	113,472
Interest	3/3/22	9/3/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130AP6T7	25,000,000	1.08	1.08	0.00	0.00	113,472
Interest	3/3/22	9/3/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130AP6T7	25,000,000	1.08	1.08	0.00	0.00	113,472
Interest	3/8/22	9/8/23	Federal Agencies	FEDERAL HOME LOAN BANK	3130AJXD6	20,975,000	0.13	0.59	0.00	0.00	13,109
Interest	3/12/22	9/12/23	Federal Agencies	FANNIE MAE	3135G0U43	29,648,000	2.88	0.66	0.00	0.00	426,190
Interest	3/12/22	9/12/25	Federal Agencies	FEDERAL HOME LOAN BANK	3130A8ZQ9	10,295,000	1.75	1.03	0.00	0.00	90,081
Interest	3/13/22	8/10/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130ANTG5	25,000,000	1.05	1.05	0.00	0.00	131,250
Interest	3/13/22	8/10/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130ANTG5	25,000,000	1.05	1.05	0.00	0.00	131,250

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/13/22	8/10/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130ANTG5	25,000,000	1.05	1.05	0.00	0.00	131,250
Interest	3/13/22	8/10/26	Federal Agencies	FEDERAL HOME LOAN BANK	3130ANTG5	25,000,000	1.05	1.05	0.00	0.00	131,250
Interest	3/15/22	3/15/23	U.S. Treasuries	US TREASURY	912828ZD5	50,000,000	0.50	0.16	0.00	0.00	125,000
Interest	3/15/22	3/15/24	U.S. Treasuries	US TREASURY	91282CBR1	50,000,000	0.25	1.55	0.00	0.00	62,500
Interest	3/15/22	9/15/23	U.S. Treasuries	US TREASURY	91282CAK7	50,000,000	0.13	0.23	0.00	0.00	31,250
Interest	3/18/22	3/18/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMTW2	50,000,000	0.30	0.34	0.00	0.00	75,000
Interest	3/18/22	3/18/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMTW2	50,000,000	0.30	0.34	0.00	0.00	75,000
Interest	3/20/22	9/20/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHZP1	25,000,000	1.85	0.69	0.00	0.00	231,250
Interest	3/23/22	3/23/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMUH3	65,000,000	0.13	0.16	0.00	0.00	40,625
Interest	3/23/22	9/23/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM5X6	25,000,000	0.43	0.46	0.00	0.00	53,750
Interest	3/23/22	9/23/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM5X6	50,000,000	0.43	0.46	0.00	0.00	107,500
Interest	3/23/22	9/23/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM5X6	50,000,000	0.43	0.46	0.00	0.00	107,500
Interest	3/23/22	9/23/24	Supranationals	INTER-AMERICAN DEVEL BK	4581X0DZ8	50,000,000	0.50	0.78	0.00	0.00	125,000
Interest	3/23/22	9/23/24	Supranationals	INTL FINANCE CORP	45950VQG4	10,000,000	0.44	0.72	0.00	0.00	22,000
Interest	3/23/22	9/23/25	Federal Agencies	FREDDIE MAC	3137EAEX3	22,600,000	0.38	0.68	0.00	0.00	42,375
Interest	3/27/22	9/27/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM6N7	50,000,000	0.17	0.22	0.00	0.00	42,500
Interest	3/31/22	3/31/23	U.S. Treasuries	US TREASURY	91282CBU4	50,000,000	0.13	0.15	0.00	0.00	31,250
Interest	3/31/22	3/31/25	U.S. Treasuries	US TREASURY	912828ZF0	50,000,000	0.50	0.61	0.00	0.00	125,000
Interest	3/31/22	3/31/25	U.S. Treasuries	US TREASURY	912828ZF0	50,000,000	0.50	0.58	0.00	0.00	125,000
Interest	3/31/22	4/1/22	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	13,547,795	0.10	0.10	0.00	0.00	1,202
Interest	3/31/22	4/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	227,764,205	0.09	0.09	0.00	0.00	21,735
Interest	3/31/22	4/1/22	Money Market Funds	FIDELITY INST GOV FUND	31607A703	14,349,165	0.08	0.08	0.00	0.00	972
Interest	3/31/22	4/1/22	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	11,100,196	0.09	0.09	0.00	0.00	879
Interest	3/31/22	4/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	328,439,731	0.15	0.15	0.00	0.00	33,519
Interest	3/31/22	4/1/22	Money Market Funds	STATE ST INST US GOV MM-	85749T517	300,040,472	0.11	0.11	0.00	0.00	28,881
Interest	3/31/22	9/30/25	U.S. Treasuries	US TREASURY	91282CAM3	50,000,000	0.25	0.66	0.00	0.00	62,500
Interest	3/31/22	9/30/25	U.S. Treasuries	US TREASURY	91282CAM3	50,000,000	0.25	0.60	0.00	0.00	62,500
Interest	3/31/22	9/30/26	U.S. Treasuries	US TREASURY	91282CCZ2	50,000,000	0.88	1.00	0.00	0.00	218,750
Interest	3/31/22	9/30/26	U.S. Treasuries	US TREASURY	91282CCZ2	50,000,000	0.88	1.01	0.00	0.00	218,750
Interest	3/31/22	9/30/26	U.S. Treasuries	US TREASURY	91282CCZ2	50,000,000	0.88	1.16	0.00	0.00	218,750
Subtotals						\$2,193,759,565	0.42	0.45	\$ -	\$ -	\$ 4,041,208

Grand Totals			47	Purchases
			(11)	Sales
			(24)	Maturities / Calls
			12	Change in number of positions