



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, July 23, 2019; 10:00 a.m.

**Location:** Legislative Chamber, Room 250, City Hall

**Commissioners:** Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee

**Clerk:** Alberto Quintanilla

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1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**

### Consent Agenda

4. Approve the Minutes of the July 9, 2019 Meeting – **ACTION\*** 5
5. **[Final Approval]** Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project – **ACTION\*** 15
6. **[Final Approval]** Allocate \$11,880,163 in Prop K Sales Tax Funds for Ten Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions – **ACTION\*** 35

**Projects: Projects:** (BART) Powell Station Modernization (\$672,975), Embarcadero Station: New Northside Platform Elevator (\$1,000,000); (PortSF) Downtown Ferry Terminal - Passenger Circulation Improvements (\$240,000); (SFMTA) E/F Streetcar Extension to Aquatic Park (\$926,100), Rehabilitation of 5 Vintage Streetcars (\$1,075,597), Central Richmond Traffic Safety (\$596,420), Ocean Avenue Safety Improvements (\$210,000), Beale Street Bikeway (\$330,000), Vision Zero Quick-Build Program Implementation (\$5,226,200); (SFPW) 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (\$1,602,871); (SFPW) 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (\$2,397,129), Geary Boulevard Pavement Renovation (\$3,386,732), Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (\$368,519), Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (\$700,000)

7. **[Final Approval]** Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report – **ACTION\*** 53
8. **[Final Approval]** Amendment of the Scope of Work and Schedule for the District 3 Neighborhood Transportation Improvement Program Planning Project and Revising the Name From the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements – **ACTION\*** 69
9. **[Final Approval]** Approve San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Regionally-Significant Project List – **ACTION\*** 77
10. **[Final Approval]** Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services – **ACTION\*** 97
11. Investment Report and Debt Expenditure Report for the Quarter Ending June 30, 2019 – **INFORMATION\*** 107

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

12. Adopt the Lombard Crooked Street Reservations & Pricing System Study Final Report and Authorize the Executive Director to Advance the Recommendations of the Study, Including Seeking Necessary Legislation and Funding Identification – **ACTION\*** 135
13. Update on the California High Speed Rail Authority Preferred Alternative – **INFORMATION\*** 161
14. Construction Mitigation Program Update – **INFORMATION**
15. Update on the San Francisco Safe Routes to School Non-Infrastructure Program – **INFORMATION\*** 215
16. Update on the San Francisco Municipal Transportation Agency’s Siemens Light-Rail Vehicle Procurement – **INFORMATION\*** 229

#### **Other Items**

17. Introduction of New Items – **INFORMATION**  
During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.
18. Public Comment
19. Adjournment

\*Additional Materials

## Board Meeting Agenda

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

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 9, 2019

### 1. Roll Call

Chair Peskin called the meeting to order at 10:01 a.m.

**Present at Roll Call:** Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Walton and Yee (9)

**Absent at Roll Call:** Commissioners Safai (entered during Item 2) and Stefani (2)

**Commissioner Mandelman moved to excuse Commissioner Stefani, seconded by Commissioner Brown. Commissioner Stefani was excused without objection**

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended approval for Items 5 and 6 of the agenda. With respect to the Better Market Street project, the CAC voiced concern about the current design of BART ventilation grates and bicyclists getting their tires caught. He said Better Market Street project staff noted that the proposed sidewalk level cycle track within the project would substantially remove that conflict. Mr. Larson reported that in response to a CAC question related to techniques being used to avoid delays experienced on the Van Ness Bus Rapid Transit (BRT) project related to hidden or unknown utilities, project staff noted that when BART stations were constructed in the 70's, utilities were identified and moved, but areas between the stations could still have abandoned lines and utilities that need to be relocated. Project staff was using slot trenching and ground penetrating radar to identify early on what could be addressed beneath the surface.

Mr. Larson reported that the CAC recommended approval for Item 7 on the agenda but noted that they had previously voted to not recommend approval of the BART Powell Street Modernization project due to concerns over the percentage that the project cost devoted to construction management. The CAC recommended a motion of support for Item 11 on the agenda and stressed the importance of addressing equity at both local and regional levels. Mr. Larson stated that Transportation Authority staff remarked that San Francisco included equity as one of its Plan Bay Area goals. In regard to a CAC question pertaining to previous Plan Bay Area goals, Transportation Authority staff said that the plan had evolved from focusing on highways and development of outer regions of the Bay Area to being more attentive to regional transit and building density in currently developed areas. Mr. Larson reported that a member of the public requested that the plan include regional bus solutions to replace commuter shuttles and ways to increase contributions from the private sector to support growth.

There was no public comment.

**3. Approve the Minutes of the June 25, 2019 Meeting – ACTION**

There was no public comment.

Commissioner Yee moved to approve the minutes, seconded by Commissioner Mandelman.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**4. [Final Approval on First Appearance] State and Federal Legislation Update – INFORMATION/ACTION**

Mark Watts, State Legislative Advocate, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**Chair Peskin called Items 5 and 6 together.**

**5. Major Capital Project Update - Better Market Street – INFORMATION**

**6. Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project – ACTION**

Aprile Smith, Senior Transportation Planner, and Cristina Calderon Olea, Project Manager for the Better Market Street project at San Francisco Public Works (SFPW), presented the items.

Commissioner Yee asked if construction on the John Yehall Chin Project was set to begin October 2019.

Marcia Camacho, Project Manager at SFPW, said the agency was hoping to break ground in September 2019, with expected completion December 2020.

Commissioner Yee asked what kind of precautions or plans were being prepared to ensure school children crossed the streets safely during construction.

Ms. Camacho said there were curb extensions at the intersections, which shortened the traffic crossings for people.

Chair Peskin clarified that Commissioner Yee was asking what steps were being taken during construction to ensure ingress and egress in the safest manner. He asked if there would be traffic monitors or crossing guards to take school children across the street.

Ms. Camacho said that SFPW and the San Francisco Municipal Transportation Agency (SFMTA) developed a complete traffic routing package to figure out lane closures and provide access and

safety for pedestrians. She said she would provide the traffic routing package listing how access and safety would be provided to pedestrians.

Chair Peskin requested that the traffic routing package also be sent to him.

Anna LaForte, Deputy Director for Policy and Programming, said Transportation Authority staff would also be happy to provide the requested information on traffic mitigation. She mentioned that the Prop K funds could not be spent on the project until the Metropolitan Transportation Commission (MTC) approved the fund exchange. She added that MTC was anticipated to consider the item in September. She said that she would follow up with SFPW staff to provide a more refined construction schedule that reflects the MTC Commission's approval date.

Commissioner Fewer asked where the second phase of the Geary Bus Rapid Transit (BRT) project was in line with the funding for the Better Market Street project. She stated that the Board made a commitment to the second phase of Geary BRT prior to the Better Market Street project and wanted to ensure that the Better Market Street project was not interfering with any of the funding that could be directed towards the Geary BRT project.

Director Chang stated that both projects were of high priority to the city, with the Geary BRT project having \$30 million in Prop K programmed in the current five-year plan. She added that after SFMTA completed the conceptual engineering phase, project staff would seek funds from the Federal Transit Administration (FTA) for small starts. She said SFMTA would seek FTA Core Capacity funds for Better Market Street and that that project was currently in its initial phase. Director Chang acknowledged Commissioner Fewer's concerns and said she would pass them along to SFMTA to ensure the Geary BRT design phase was completed in a timely fashion.

Commissioner Fewer asked why funds were not being concentrated solely on one project and reiterated that the Geary BRT project was approved by the Board prior to the approval of the Better Market Street project. She said that it seemed like the Better Market Street project was advancing beyond the second phase of the Geary BRT project.

Director Chang clarified that the first phase of the Geary BRT was under construction, while the proposed first phase of the Better Market Street project was the first three block segment that was discussed as part of the staff presentation. She added that the second phase of the Geary BRT project was another \$300 million portion of the project that was under design and seeking federal funds. She noted that the Geary BRT project was slightly ahead, but agreed that both projects were moving in tandem. Director Chang said there was a longer and more complicated design effort for the 2-mile stretch of the Geary BRT phase two segment in the outer Richmond, whereas the Better Market Street three block segment was a small portion of the entire corridor, which would take many years to fully complete.

Commissioner Fewer expressed concern that projects were being started without securing full funding and felt the Better Market Street project would garner more attention because it was in the center of the city's downtown area. She said she did not want the Geary BRT project to be delayed or for the Board to forget its commitment to the west side of the city.

Director Chang noted Commissioner Fewer's concerns.

Commissioner Haney asked when the turn restrictions on Market Street would go into effect.

Ms. Olea said the turn restrictions would go into effect in early 2020 depending on when National Environmental Policy Act (NEPA) clearance was secured. She added that SFMTA would be ready to submit all work orders to install the signs and the striping changes.

Commissioner Haney asked why there was a six month wait to implement near term improvements.

Ms. Olea said that the six month wait was part of the environmental impact report for the California Environmental Quality Act (CEQA). She noted that CEQA, NEPA and project approvals from the director of SFPW and the SFMTA Board were needed in order to implement any of the Better Market Street project improvements.

Commissioner Haney asked if there would be other short-term improvements before 2020.

Ms. Olea replied in the affirmative and said there was a bikeway pilot on Market Street between Franklin and Gough streets. Ms. Olea said there were also a couple of locations where painted safety zones would be added because of the turn restrictions that were being implemented.

Commissioner Haney asked if Ms. Olea could further explain the phase one changes that would take place in summer 2020 along 5th and 8th streets.

Ms. Olea replied that it would be the complete project redesign from building face to building face with new accessible sidewalks and street furniture, including trees and the path of gold in the furnishing zone. She said the delineation between the pedestrian area and the bikeway would be developed and a new sidewalk level bikeway from Stuart to Octavia would be added, which would be approximately 8 feet wide. Ms. Olea said a small 4 foot buffer between the bikeway and the roadway would be created and the roadway would have new asphalt, track way and overhead lines.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition spoke in strong support for both items and asserted that the Better Market Street project was the most important capital project in San Francisco for the safety of people walking or biking. He highlighted that Market Street was on the high injury network and one of the top three most dangerous corridors for people walking or biking in San Francisco.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**7. Allocate \$11,880,163 in Prop K Sales Tax Funds for Ten Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions – ACTION**

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

Commissioner Brown asked if Vision Zero Quickbuild funds designated for the Taylor Street improvements could be used for another project, since the work on Taylor Street had been completed ahead of time.

Ms. LaForte replied in the affirmative.

Commissioner Brown asked if there had been any quick build projects identified in District 5.

Ms. LaForte said she did not believe a location in District 5 had been identified yet, but said one could be identified and funded either through a substitution effort, similar to the Taylor Street improvements, or through a portion of the project budget reserved for spot improvements.

Commissioner Brown requested additional clarification as to why District 5 did not have a project included in the Vision Zero quick build list.

Jaime Parks, Director of Livable Streets at the SFMTA, noted that the allocation had a line item for spot improvements which would provide improvements citywide across the high injury network, including day-lighting efforts, which had been requested by members of the Board. He stated that the initial list was put together in a short period of time and the projects selected were projects that were ready for improvements. He added that for future Vision Zero Quickbuild allocations, SFMTA would have more time to prepare and make sure there would be a wider distribution of projects.

Commissioner Brown stated that she was concerned because District 5 had suffered 5 pedestrian deaths in 2019, which accounted for 30% of all 2019 pedestrian fatalities. She requested that the funds originally budgeted for the Taylor Street improvements be redirected to support projects in District 5.

Mr. Parks said SFMTA staff would work with Commissioner Brown's office to identify quick build projects in District 5.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition expressed his support for the Prop K and Prop AA allocation requests and thanked the Board and SFMTA for the Vision Zero Quick-Build Program Implementation.

Jodie Medeiros, Executive Director at Walk San Francisco, thanked the Board for their commitment to Vision Zero but noted that the city had not been on the best path, with 10 pedestrian deaths already in 2019. She expressed support for the \$5 million allocation for quick build safety projects and said it would help speed implementation of spot improvements citywide.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

## **8. Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report – ACTION**

Priyoti Ahmed, Transportation Planner, presented the item per the staff memorandum.

Commissioner Haney expressed his excitement towards the project and said he was happy that District 6 Neighborhood Transportation Improvement Program (NTIP) would be funding some of the recommendations. He asked what the immediate next steps were and how the near-term improvements would be prioritized.

Ms. Ahmed said that the near-term improvements that were low-cost and easy to implement in the next two years while the capital improvements would include more curb work and, in some cases, more involved approval processes. She said that was one way the project improvements were prioritized. Ms. Ahmed said that which intersections would go first would depend in part on what funding was available and what matched best with the cost estimates.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition spoke in strong support of the project and noted the importance to create safe paths

for students crossing freeway intersections.

Jodie Medeiros, Executive Director at Walk San Francisco, spoke in support of the study and noted that Walk SF was working with District 6 to ensure the implementation of the project.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Safai, Walton and Yee (9)

Absent: Commissioners Haney and Stefani (2)

**The meeting went into recess at 11:01 a.m. per the call of the Chair.**

**Chair Peskin reconvened the meeting at 11:35 a.m.**

**Chair Peskin called Item 9 after Item 10.**

**Vice-Chair Mandelman chaired Items 9 and 11-15 of the meeting.**

## **9. Update on the Muni Service Equity Strategy – INFORMATION**

Prior to the start of the presentation, Chair Peskin commented that one public comment on the item was received by e-mail and had been forwarded to every Board Member.

Sean Kennedy, Acting Deputy Director, Operations Support, SFMTA Transit Division, presented the item.

Commissioner Fewer commented that she didn't see equity measures around language access and asked if the drivers themselves were bilingual and if any effort was made to staff the buses with bilingual drivers. She suggested that SFMTA staff could do a survey to learn whether or not bilingual bus drivers were needed.

Mr. Kennedy answered that they had not tried to do that but found it an interesting point and took note of the suggestion.

Commissioner Walton asked for clarification regarding the slide on accomplishments for the Bayview and Visitacion Valley areas that stated improvement of signal priority and transit safety and increased frequency of the T line, and how changes had been implemented.

Mr. Kennedy answered that they had implemented improvements on signal timing on 3rd Street and The Embarcadero. He also stated they were seeing travel time savings improvements on Embarcadero but not elsewhere because they also included pedestrian signal improvements on 3rd Street, which increased crossing time to improve pedestrian safety, but left less green time for transit. He added that they had increased frequency, added more 2-car vehicles, and banned left turns.

Commissioner Walton asked for clarification on accomplishments that stated increase of all-day frequency in the Oceanview, Ingleside, and Bayview areas with regards to the 29 and 44 bus lines. He also inquired about maps that detailed the increased service in the southeast sector of San Francisco, specifically at HOPE SF sites, Candlestick Point and Hunters Point Shipyard.

Mr. Kennedy answered that additional vehicles would be added in these areas to reduce crowding and improve on-time performance, and that the changes would take place either by February or June of next year. He also suggested setting up a meeting with Commissioner Walton's office, as well as the other offices, to go over details of the outreach and data with them.

Commissioner Walton commented that residents of the Bayview neighborhoods were trapped and isolated from being able to participate in the voting process for public transit improvements in their neighborhoods and expressed a need to prioritize opportunities for those residents. He also asked if there was room in the budget cycle, including additional monies during the off cycle, to make improvements to the 8 Bayshore bus line.

Mr. Kennedy answered in the negative, stating that only the 29 and 44 bus lines were in current budget cycle, and that the 8 Bayshore line would be slated for the next round of budgeting.

Commissioner Haney asked what it would take to have Treasure Island included as an equity strategy neighborhood, citing its qualifications in demographics and need. He also asked when the increase of evening service would start on the 25 bus line. Commissioner Haney also inquired about what measures were being taken to track or improve issues with delays, crowding, and real-time notifications.

Mr. Kennedy answered that he thought it was possible to add Treasure Island to the equity strategy list, and explained that it was originally left off because equity strategy neighborhoods typically were served by multiple lines. He also answered that the 25 line evening service improvement had been enacted only since June and that SFMTA was working on a new NextBus type technology with better predictions. He said the SFMTA anticipated a sizable jump in on-time performance from added improvements, and was working with Caltrans on possible solutions for Treasure Island transit, though that would be harder to achieve on the Bay Bridge.

Commissioner Haney commented that there was no other option than the 25 bus line for Treasure Island residents who did not have cars to travel, and said that he hoped on-time performance, crowding and frequency would be looked into closely.

During public comment, Mary Claire Amable, Transit Justice Organizer for the South of Market Community Action Network, expressed concerns over the equitability of fare increases and reported that her own organization's survey concluded that a majority of minority and low-income residents would be negatively impacted by fare increases. She commented that the current transit discount services the city provides disqualifies minimum wage workers who do not meet federal poverty level requirements and accounts for the low enrollment in the Lifeline program. She requested a stop of fare increases in SFMTA's future budget cycles.

After public comment, Director Chang commented on Treasure Island development plans, stating there was a difference between improvements needed to accommodate future growth and work that needed to be done now to address existing transit performance and needs.

**Chair Peskin called Item 10 before Item 9.**

**10. Amendment of the Scope of Work and Schedule for the District 3 Neighborhood Transportation Improvement Program Planning Project and Revising the Name From the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements – ACTION**

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

There was no public comment.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Walton and Yee (9)

Absent: Commissioners Safai and Stefani (2)

**11. Approve San Francisco's Goals for Plan Bay Area 2050 and San Francisco's Regionally-Significant Project List – ACTION**

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

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 Brown, Fewer, Mar, Mandelman, Safai, Walton and Yee (7)

Absent: Commissioners Haney, Peskin, Ronen and Stefani (4)

**12. Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services – ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Commissioner Yee moved to approve the item, seconded by Commissioner Brown.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mar, Mandelman, Safai, Walton and Yee (7)

Absent: Commissioners Haney, Peskin, Ronen and Stefani (4)

**Other Items**

**13. Introduction of New Items – INFORMATION**

Commissioner Mar requested that an update and clarification be given at the July 23, 2019 Transportation Authority Board Meeting about the \$5 million Educational Revenue Augmentation Fund (ERAF) the Board allocated to mitigate small businesses' loss of income due to major project construction activities.

Commissioner Safai commented that there should be a plan in place to notify businesses in advance that the ERAF funds exist, that both SFMTA and the Transportation Authority should be coordinating ahead of upcoming projects and expressed that the update could not wait until September because project construction was happening already.

Director Chang commented that the Board's direction was certainly heard last time and invited SFMTA staff to briefly speak on the matter.

Joél Ramos, Local Government Affairs Manager for the SFMTA, confirmed Director Chang's statement and commented that they were doing their best to coordinate with the Office of Economic and Workforce Development (OEWD) on augmenting programs that were already in place for projects such as Central Subway. He also stated that the request to postpone the report



was to have enough time to present it to the SFMTA Board for final direction before bringing the report to Transportation Authority Board, but if just a simple update was needed, SFMTA staff could accommodate her request.

Commissioner Brown concurred that project construction was already happening, and the update could not be delayed. She gave an example of merchants in Haight-Ashbury who were losing money during their peak summer earning season because visitors would not want to shop when there was no parking available. She also expressed that her expectation was that the monies would be distributed directly to the merchants themselves, not into marketing for the programs, and that merchants would not want to incur more debt from loans and OEWD programs were not enough. She also stated that an understanding of how the money was being used was necessary in order to create solutions.

Commissioner Walton also concurred on the importance of hearing the report at the next Board meeting. He stated that the Board was very clear that the funds were meant to be a cash type of subsidy to help address the merchants' loss of revenue. He said he envisioned a process of assessing and strategizing to best support and benefit each impact business which could be losing years of revenue and needed tangible resources to address the problem.

Commissioner Fewer concurred and lent her support to have the update provided at the next July meeting.

There was no public comment.

**14. Public Comment**

There was no public comment.

**15. Adjournment**

The meeting was adjourned at 12:36 p.m.



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RESOLUTION APPROVING A FUND EXCHANGE OF \$3,366,000 IN ONE BAY AREA GRANT FUNDS FROM THE JOHN YEHALL CHIN ELEMENTRAY SAFE ROUTES TO SCHOOL PROJECT (JOHN YEHALL CHIN PROJECT) WITH AN EQUIVLANT AMOUNT OF PROP K FUNDS FROM THE BETTER MARKET STREET PROJECT AND ALLOCATE \$3,802,000 IN PROP K FUNDS, INCLUDING THE EXCHANGE FUNDS, WITH CONDITIONS, TO THE JOHN YEHALL CHIN PROJECT

WHEREAS, On July 25, 2017, the Transportation Authority approved \$3,366,000 in federal One Bay Area Grant (OBAG) Cycle 2 funds from the Metropolitan Transportation Commission (MTC) for the construction phase of the John Yehall Chin Project and as part of the 2019 Prop K 5-Year Prioritization Program updates, also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction; and

WHEREAS, Federal OBAG funds come with a number of requirements, including strict timely-use-of-funds requirements established by the MTC with the intent of encouraging timely project delivery and avoiding loss of federal funds to the region; and

WHEREAS, The John Yehall Chin Project is currently at 95% design and San Francisco Public Works (SFPW) is ready to advertise the construction contract in September 2019; and

WHEREAS, Due to a prolonged process in obtaining right-of-way certification from Caltrans, the agency that oversees projects with federal highway funds like OBAG, the project is nearly 12 months behind schedule; and

WHEREAS, The extended process caused SFPW to miss the January 31, 2019 regional fund obligation deadline for the OBAG funds, putting the funds at risk of being lost to the city; and

WHEREAS, We have been working with SFPW and MTC staff to keep the OBAG funds in San Francisco and to enable the John Yehall Chin Project to advance; and



WHEREAS, The proposed fund exchange will benefit the John Yehall Chin Project because it would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule to have the project open for use by December 2020; and

WHEREAS, The Better Market Street project is currently in the environmental review phase, with final certification of NEPA (federal environmental review) anticipated in Winter 2019; and

WHEREAS, The \$15 million BUILD grant that was recently awarded to the project would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project; and

WHEREAS, Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project would enable SFPW to retain Caltrans as the lead agency for federal environmental review of the project as originally planned, avoiding unnecessary delays to environmental clearance; and

WHEREAS, The \$3,366,000 in OBAG funds will be programmed in Fiscal Year 2020/21 for the construction phase of the Better Market Street project, with a regional obligation deadline of January 31, 2021; and

WHEREAS, SFPW is requesting that the Board concurrently allocate the \$3,366,000 in Prop K exchange funds to the John Yehall Chin Project along with the \$436,000 in Prop K funds previously programmed as the match to the OBAG funds, for a total request of \$3,802,000; and

WHEREAS, The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange, with MTC Commission approval anticipated in September 2019; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,802,000 in Prop K funds, with conditions, for the John Yehall Chin Project, as described in Attachment 3 and detailed in the attached allocation request form, which includes the

staff recommendation for required deliverables, timely use of funds requirements, special conditions, and the Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed action; and

WHEREAS, At its June 26, 2019 meeting, the Citizens 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 approves a fund exchange of \$3,366,000 in OBAG funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$3,802,000 in Prop K funds, including the exchange funds, with conditions, to the John Yehall Chin Project; 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 5-Year Prioritization Program (5YPP); 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 Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum 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 SFPW to comply with applicable law and adopted Transportation Authority policies and execute a Standard Grant Agreement to that



effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, SFPW 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 5YPP are hereby amended, as appropriate; and be it further

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

Attachments:

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2019/20
5. Prop K/AA Allocation Request Form

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	
Prop K	22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$ 3,802,000	\$ 3,802,000	76%	0%	Construction	3
TOTAL				\$ 3,802,000	\$ 3,802,000	76%	0%		

Footnotes

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

<sup>2</sup> Acronyms: SFPW (San Francisco Public Works)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$3,802,000	\$ -	Requested funds will fund the construction phase for pedestrian safety improvements at five intersections in the vicinity of John Yehall Chin Elementary School. The scope includes corner curb extensions at the following locations: southeast and southwest corners of Kearny St and Bush St; northwest corner of Kearny St and Jackson St; southeast and southwest corners of Pacific Ave and Stockton St; northwest and southeast corners of Battery St and Washington Ave; and northwest corner of Pacific Ave and Battery St. SFMTA selected these intersections based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. Curb extensions will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school. SFPW expects the project to be open for use by December 2020.
<b>TOTAL</b>			<b>\$3,802,000</b>	<b>\$0</b>	

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



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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$ 3,802,000	\$ -	<p><b>Special Condition:</b> The recommended allocation is conditioned upon Board and MTC Commission approval of a dollar-for-dollar Prop K/One Bay Area Grant fund exchange between John Yehall Chin and Better Market Street. MTC Commission approval is anticipated on September 25, 2019.</p> <p><b>5-Year Prioritization Program (5YPP) Amendment:</b>  Recommendation is contingent upon amendment of the Guideways - Undesignated 5YPP to add the John Yehall Chin project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.</p>
<b>TOTAL</b>			<b>\$3,802,000</b>	<b>\$0</b>	

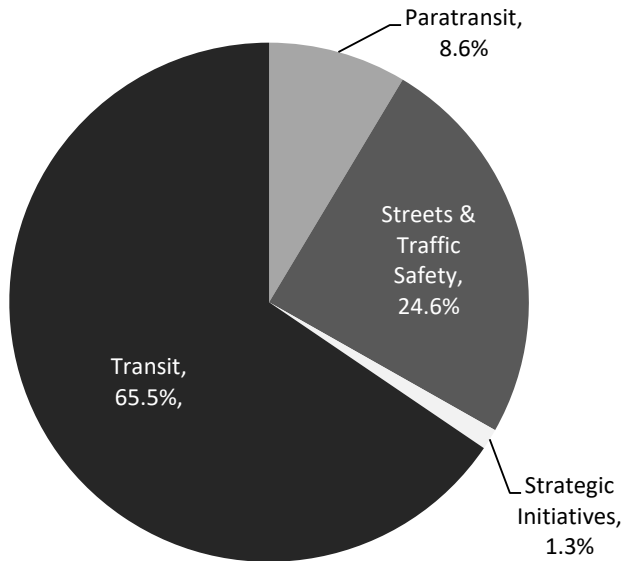
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**Prop K Allocation Summary - FY 2019/20**

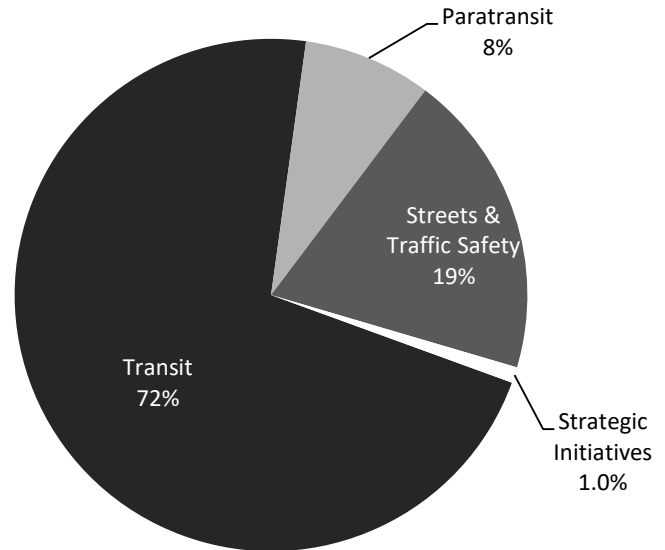
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 410,000	\$ 319,340	\$90,660	\$0	\$0	\$ -	\$ -
Current Request(s)	\$ 3,802,000	\$ 1,500,000	\$ 2,302,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,212,000	\$ 1,819,340	\$ 2,392,660	\$ -	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

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



**Prop K Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	John Yehall Chin Elementary Safe Routes to School
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Guideways - Undesignated, Traffic Calming
<b>Current Prop K Request:</b>	\$3,802,000
<b>Supervisory District(s):</b>	District 03

### REQUEST

#### Brief Project Description

Improve safety, increase visibility and shorten crossing distances for pedestrians and bicyclists traveling to and from John Yehall Chin Elementary School. SFPW will install curb extensions at the following intersections: southeast and southwest corners of Kearny/Bush; northwest corner of Kearny/Jackson; southeast and southwest corners of Pacific/Stockton; northwest and southeast corners of Battery/Washington; and northwest corner of Pacific/Battery.

#### Detailed Scope, Project Benefits and Community Outreach

The John Yehall Chin Elementary Safe Routes to School project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to and from the school and others living and working in the surrounding neighborhood. The school neighborhood includes areas with the highest population and employment density in San Francisco.

SFPW will install pedestrian improvements at the following intersections, selected based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. These curb extensions, locations at the intersections shown below, will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school.

1. Kearny and Bush - curb extensions at southeast and southwest corners
2. Kearny and Jackson - curb extension at northwest corner
3. Pacific and Stockton - curb extensions at southeast and southwest corners
4. Battery and Pacific - curb extension at northwest corner
5. Battery and Washington - curb extensions at northwest and southeast corners

SFMTA has estimated that 148,500 pedestrians use the selected intersections every day.

The project will enable infrastructure investments that improve pedestrian safety and walkability and will also include required work to support the installation of curb extensions, some of which require sub-sidewalk basement structural work. Sub-sidewalk basements structural conditions vary greatly across the city, with some roofs of a sub-sidewalk basement doubling as sidewalks. As such, curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.

A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. Locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian High Injury Network and proximity to significant pedestrian generators. As part of the federal environmental review (NEPA)

process, the project team presented at a Parent-Teacher Association meeting in April 2015 and the attendees were supportive of the project. In addition to reaching out to the school community, the project team engaged with neighborhood members.

Proposed Prop K/One Bay Area Grant (OBAG) 2 fund exchange with Better Market Street:

On July 25, 2017, the Board approved \$3.366 million in federal OBAG 2 funding from the Metropolitan Transportation Commission (MTC) for John Yehall Chin Elementary Safe Routes to School. The Board then programmed \$436,000 in Prop K local match funds in the 2019 5-Year Prioritization Program. The John Yehall Chin project is currently at 95% design and is about 12 months behind schedule. The project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration (FHWA). There has been a lengthy review by new Caltrans staff of documentation and an associated learning about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. The corresponding delays in SFPW obtaining the right-of-way certification from Caltrans, which has been pending since January of 2019, has caused the project to miss MTC's federal fund obligation deadlines for FY 2018/19 OBAG funds, putting the funds at risk of being lost to the project and to San Francisco.

In order to help meet project timelines for the John Yehall Chin project and keep the OBAG funds for San Francisco, Transportation Authority staff has worked with SFPW to propose a dollar-for-dollar fund exchange of \$3.366 million in John Yehall Chin OBAG funds with Better Market Street Prop K funds from the Guideways - Discretionary category. This fund exchange will help SFPW avoid further delays to the school project and allow the project team to start working towards 100% design. SFPW anticipates advertising the construction contract in September 2019. Better Market Street would be held harmless by the proposed fund exchange from a funding perspective, and the exchange would benefit the environmental phase of the project by confirming Caltrans as the lead agency for federal environmental review.

This fund exchange requires approval by the SFCTA Board, expected July 2019, and the MTC Commission, expected September 2019.

#### Project Location

Kearny Street at Bush Street, Kearny Street at Jackson Street, Pacific Avenue and Battery Street, Stockton Street and Pacific Avenue, Battery Street and Washington Avenue

#### Project Phase(s)

Construction

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$3,802,000
<b>Justification for Necessary Amendment</b>	
To fully fund this project, San Francisco Public Works is requesting an OBAG-Prop K fund exchange and associated 5YPP amendment to the Guideways - Discretionary category to add the John Yehall Chin project in Fiscal Year 2019/20 with \$3,366,000 in Prop K funds from Better Market Street.	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	John Yehall Chin Elementary Safe Routes to School
<b>Grant Recipient:</b>	Department of Public Works

### ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2014	Apr-May-Jun	2015
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015		
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2016	Jul-Aug-Sep	2019
Advertise Construction	Jul-Aug-Sep	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2020
Project Completion (means last eligible expenditure)			Apr-May-Jun	2021

### SCHEDULE DETAILS

Public Works' standard construction outreach procedures, which include 30-day and 10-day notices to residents and property owners within project limits, and coordination with affected local businesses and property owners of sub-sidewalk basements.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	John Yehall Chin Elementary Safe Routes to School
<b>Grant Recipient:</b>	Department of Public Works

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - Undesignated	\$3,366,000	\$0	\$0	\$3,366,000
PROP K: Traffic Calming	\$0	\$436,000	\$0	\$436,000
<b>Phases in Current Request Total:</b>	\$3,366,000	\$436,000	\$0	\$3,802,000

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$3,366,000	\$436,000	\$40,000	\$3,842,000
ACTIVE TRANSPORTATION PROGRAM	\$0	\$0	\$358,000	\$358,000
<b>Funding Plan for Entire Project Total:</b>	\$3,366,000	\$436,000	\$398,000	\$4,200,000

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$40,000	\$0	Actual cost
Environmental Studies (PA&ED)	\$21,000	\$0	Actual cost
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$337,000	\$0	Actuals and cost to complete
Construction	\$3,802,000	\$3,802,000	Engineer's estimate at 95% design
Operations	\$0	\$0	
<b>Total:</b>	\$4,200,000	\$3,802,000	

<b>% Complete of Design:</b>	95.0%
<b>As of Date:</b>	05/28/2019
<b>Expected Useful Life:</b>	15 Years

## MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract						
Traffic Routing, Mobilization, Waste Disposal	\$ 540,560				\$	540,560
Curb Ramp Concrete Work	\$ 268,058				\$	268,058
Sewer Work	\$ 155,500				\$	155,500
Structural Work (Subsidewalk Basement Related)	\$ 975,560				\$	975,560
Signal Work	\$ 245,680				\$	245,680
Auxiliary Water Supply System Work	\$ 27,950				\$	27,950
<b>Subtotal</b>	<b>\$ 2,213,308</b>				<b>\$</b>	<b>2,213,308</b>
2. Contract Contingency <sup>1</sup>	\$ 663,992	30%	\$ 663,992			
3. Construction Management <sup>2</sup>	\$ 442,662	20%	\$ 442,662			
4. Construction Support <sup>3</sup>	\$ 221,331	10%	\$ 221,331			
5. MTA Construction Support	\$ 215,502	10%		\$ 215,502		
7. Other Direct Costs <sup>4</sup>	\$ 45,206		\$ 45,206			
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 3,802,000</b>		<b>\$ 1,373,191</b>	<b>\$ 215,502</b>	<b>\$</b>	<b>2,213,308</b>
<sup>1</sup> With projects with sub-sidewalk basements, the cost estimate can change significantly as design advances from 95% to 100%. Also, the current highly competitive bid environment makes cost estimates more uncertain. The 30% contingency is needed until all the structural and utility relocation scopes are finalized and actual bid prices are received.						
<sup>2</sup> Construction management includes the full-service construction management staffing to ensure the project is completed in conformance with the plans and specs. This includes a full-time inspector, resident engineer, office engineer, and other support staff.						
<sup>3</sup> Construction support is required because of the specialized disciplines involved in curb ramps with sub-sidewalk basement work, including streets and highways engineers, structural engineers, hydraulics and electrical engineers, traffic signal shop support, and utility relocation inspectors. In addition, public affairs staff will engage with property owners to ensure the project team has access to the basement and property owner are kept informed throughout the process.						
<sup>4</sup> Other direct costs include printing services, relocation of fire alarms, and utility relocation work related to sub-sidewalk basements.						

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	John Yehall Chin Elementary Safe Routes to School
<b>Grant Recipient:</b>	Department of Public Works

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$3,802,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$3,802,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	John Yehall Chin Elementary Safe Routes to School - EP 22U
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-122U	\$0	\$1,173,000	\$2,193,000	\$0	\$0	\$3,366,000

#### Deliverables

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

#### Special Conditions

1. Allocation of funds from the Guideways - Undesignated category is conditioned upon Board approval of the dollar-for-dollar Prop K/OBAG 2 fund exchange and associated amendment to the Guideways - Undesignated 5YPP to add John Yehall Chin Safe Routes to Schools project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.

2. Allocation is contingent upon MTC Commission approval of the Prop K/OBAG 2 fund exchange, anticipated September 25, 2019.

3. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$3,366,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

#### Notes

1. On June 18, 2019, Transportation Authority staff approved a waiver to the Prop K policy prohibiting advertisement of contracts funded with Prop K prior to allocation by the Authority Board for the subject project. SFPW has indicated that it plans to advertise the construction contract in September 2019, possibly before MTC Commission approval of the proposed Prop K/OBAG 2 fund exchange, in order to avoid any further delays to the project and to immediately begin the contract procurement process once the project reaches 100% design.



SGA Project Number:		Name:	John Yehall Chin Elementary Safe Routes to School - EP 38
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Total
PROP K EP-138	\$0	\$327,000	\$109,000	\$0	\$0	\$0	\$436,000

**Deliverables**

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

**Special Conditions**

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$436,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	8.52%	No Prop AA

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	John Yehall Chin Elementary Safe Routes to School
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$3,802,000
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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
OQ

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Marcia Camacho	Oscar Quintanilla
<b>Title:</b>	Assistant Project Manager	Capital Budget Analyst
<b>Phone:</b>	(415) 558-4015	(415) 554-5847
<b>Email:</b>	marcia.camacho@sfdpw.org	oscar.quintanilla@sfdpw.org

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Guideways - Undesignated Category (EP 22U)**  
**Programming and Allocations to Date**  
 Pending July 23, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
PCJPB	Caltrain Electrification	CON	Programmed	\$4,912,000					\$4,912,000
SFPW, SFMTA	Better Market Street (Central Subway/ OBAG2 exchange)	PS&E	Programmed	\$12,614,000					\$12,614,000
SFPW	John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) <sup>1</sup>	CON	Pending	\$3,366,000					\$3,366,000
SFMTA	L-Taraval Transit Enhancements (Segment B)	CON	Programmed	\$4,055,032					\$4,055,032
<b>Total Programmed in 2019 5YPP</b>				\$24,947,032	\$0	\$0	\$0	\$0	\$24,947,032
<b>Total Allocated and Pending</b>				\$3,366,000	\$0	\$0	\$0	\$0	\$3,366,000
<b>Total Unallocated</b>				\$21,581,032	\$0	\$0	\$0	\$0	\$21,581,032
<b>Total Programmed in 2019 Strategic Plan</b>				\$24,947,032					\$24,947,032
<b>Deobligated Funds</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

**FOOTNOTES:**

<sup>1</sup> 5YPP Amendment to fund the John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) project (Res. 19-XXX, 7/23/2019).

Better Market Street (Central Subway/ OBAG2 exchange): Reduced from \$15,980,000 to \$12,614,000 in FY2019/20 as part of a dollar-for-dollar fund exchange with John Yehall Chin Elementary Safe Routes to School OBAG 2 funds.

John Yehall Chin Elementary Safe Routes to School (OBAG exchange): Added project with \$3,366,000 in FY2019/20 for construction. Allocation is conditioned upon MTC Commission approval of the proposed OBAG 2 fund exchange (anticipated September 2019).

# Memorandum

**Date:** June 28, 2019

**To:** Transportation Authority Board

**From:** Anna LaForte – Deputy Director for Policy and Programming

**Subject:** 07/09/2019 Board Meeting: Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Approve a fund exchange of \$3,366,000 in One Bay Area Grant (OBAG) funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project</li> <li>• Allocate \$3,802,000 in Prop K funds, including the exchange funds, to the John Yehall Chin Project, with conditions</li> </ul> <p><b>SUMMARY</b></p> <p>The John Yehall Chin Project is currently at 95% design and San Francisco Public Works (SFPW) is ready to advertise the construction contract in September 2019. Due to a prolonged process in obtaining right-of-way certification from Caltrans, the agency that oversees projects with federal highway funds like OBAG, the project is nearly 12 months behind schedule. This caused SFPW to miss the January 31, 2019 regional fund obligation deadline, putting \$3.366 million in OBAG funds at risk of being lost to the project and to the city. We have been working with SFPW and Metropolitan Transportation Commission (MTC) staff to keep the OBAG funds in San Francisco. The subject fund exchange would accomplish this and benefit both projects. The John Yehall Chin Project would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule. SFPW's Better Market Street project would benefit by receiving OBAG funds, which would enable SFPW to retain Caltrans as the lead agency for federal environmental review of the project as originally planned, avoiding unnecessary delays to environmental clearance. The recommended action also includes allocating Prop K funds for construction of the John Yehall Chin Project, including the exchange funds and \$436,000 in existing Prop K programming.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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## DISCUSSION

### Background.

On July 25, 2017, the Board approved \$3.366 million in federal OBAG Cycle 2 funds from the MTC for the construction phase of the John Yehall Chin Project. As part of the 2019 Prop K 5-Year Prioritization Program updates, the Board also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction. A brief description of the project is provided in Attachment 2 with additional details on the scope, schedule, cost and funding plan found in the Prop K allocation request form included as Attachment 5 to this memo.

Federal OBAG funds come with a number of requirements, including strict timely-use-of-funds requirements established by the MTC with the intent of encouraging timely project delivery and avoiding loss of federal funds to the region.

### Proposed OBAG/Prop K Fund Exchange.

According to SFPW, the John Yehall Chin Project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration. There has been lengthy review by new Caltrans staff of documentation and an associated learning curve about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. This extended process caused SFPW to miss the January 31, 2019 obligation deadline for the OBAG funds for the project, putting the funds at risk of being lost to the project and to San Francisco. This fund exchange will help SFPW avoid further delays to the project by de-federalizing the project and enabling the project team to complete design and advertise the construction contract in September 2019. If the fund exchange is approved, SFPW anticipates that the project would be open for use by December 2020.

The Better Market Street project is currently in the environmental phase and recently completed the public review period of the draft Environmental Impact Report. SFPW expects final certification of CEQA (state environmental review) documents to be completed in Fall 2019, and anticipates final certification of NEPA (federal environmental review) documents in Winter 2019. The \$15 million federal BUILD grant that was recently awarded to the project, which includes the new F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project. Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project would enable SFPW to retain Caltrans as NEPA lead consistent with funding guidelines. Thus, SFPW is supportive of the fund exchange as it will enable them to avoid unnecessary delays to federal environmental clearance.

The \$3,366,000 in OBAG funds will be programmed in Fiscal Year 2020/21 for the construction phase of the Better Market Street project, with a regional obligation deadline of January 31, 2021. We will closely monitor the Better Market Street project to ensure the OBAG deadline is met.

See Item #10 on this meeting agenda for a comprehensive update on Better Market Street.

MTC staff have indicated that they will likely recommend support for the exchange, but they may add some conditions in light of the missing the regional obligation deadline.

**Prop K Allocation Request: for the John Yehall Chin Project.**

SFPW is requesting that the Board concurrently allocate the \$3.366 million in Prop K exchange funds to the school project along with the \$436,000 in Prop K funds previously programmed as the match to the OBAG funds, for a total request of \$3,802,000. The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange. We anticipate that the MTC Commission will consider the item in September 2019.

**FINANCIAL IMPACT**

The recommended action would allocate \$3,802,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amount that is the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

**CAC POSITION**

The CAC was briefed on this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Applications Received
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summaries – FY 2019/20
- Attachment 5 – Prop K/AA Allocation Request Form

RESOLUTION ALLOCATING \$11,880,163 IN PROP K SALES TAX FUNDS FOR TEN REQUESTS AND \$6,852,380 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR FOUR REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received requests for a total of \$11,880,163 in Prop K local transportation sales tax funds and \$6,852,380 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The ten Prop K requests sought funds from the following Prop K Expenditure Plan categories: Bart Station Access, Safety and Capacity, Ferry, F-Line Extension to Fort Mason, Purchase/Rehab Historic Streetcars, Vehicles–Muni, Facilities–Undesignated, Street Resurfacing, Street Repair and Reconstruction, Traffic Calming and Bicycle Circulation/Safety categories; and

WHEREAS, The four Prop AA requests sought funds from the Street Repair and Reconstruction and Pedestrian Safety categories from the Prop AA Expenditure Plan; and

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

WHEREAS, Eleven of the thirteen requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, Funding the SFMTA's request for \$5,226,200 for Vision Zero Quick-Build Program Implementation and SFMTA's accompanying request to make \$2.5 million per year available in Fiscal Years 2020/21 and 2021/22 for sustained acceleration of Vision Zero improvements and associated staffing levels, requires amendment to the Prop K Strategic Plan to advance funds in the Traffic Calming and Pedestrian Circulation/Safety categories and



corresponding amendments to the 5YPPs for these categories, as summarized in Attachment 3 and described in the enclosed allocation request form; and

WHEREAS, The Strategic Plan amendment would increase financing costs in the Traffic Calming category by an estimated 1.12% (from 9.39% to 10.52%) and in the Pedestrian Circulation/Safety category by 1.40% (from 8.28% to 9.69%) over the 30-year life of the Prop K Expenditure Plan, and result in an increase of \$1,639,147 (0.06%) in anticipated financing costs for the Prop K program as a whole over the life of the program; and

WHEREAS, SFMTA's requests for the Rehabilitation of 5 Vintage Streetcars and Central Richmond Traffic Safety projects require amendments to the Prop K 5YPPs for the Vehicles—Muni and Traffic Calming categories, respectively, as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$11,880,163 in Prop K funds, with conditions, for ten projects and \$6,852,380 in Prop AA funds, with conditions, for four projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to accommodate the recommended actions; and

WHEREAS, At its May 22, 2019 meeting, the Citizens Advisory Committee (CAC) was briefed on SFMTA's request for Rehabilitation of 5 Vintage Streetcars and adopted a motion of support for the staff recommendation, conditioned on the development of an enhanced oversight protocol, in consultation with the SFMTA; and



WHEREAS, Subsequent to the CAC meeting, staff worked with SFMTA to develop an enhanced oversight protocol for Rehabilitation of 5 Vintage Streetcars which is now included as a special condition in the enclosed allocation request form; and

WHEREAS, At its June 26, 2019 meeting, the CAC was briefed on the other thirteen requests and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance funds in the Traffic Calming and Pedestrian Circulation/Safety categories to support SFMTA's request for \$5,226,200 for Vision Zero Quick-Build Program and SFMTA's accompanying request to make \$2.5 million per year available in Fiscal Years 2020/21 and 2021/22 for sustained acceleration of Vision Zero Improvements and associated staffing levels, as described in Attachment 3 and in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Vehicles—Muni, Traffic Calming and Pedestrian Circulation/Safety Prop K 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$11,880,163 in Prop K funds, with conditions, for ten requests and \$6,852,380 in Prop AA funds for four requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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



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

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

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

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

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

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/AA Allocation Summaries – FY 2019/20

Enclosure:

1. Prop K/AA Allocation Request Forms (13)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	8	BART	Powell Station Modernization	\$ 672,975		\$ 19,260,000	90%	93%	Construction	3, 6
Prop K	9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000		\$ 240,000	95%	0%	Construction	3
Prop K	11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100		\$ 926,100	10%	0%	Planning	2, 3
Prop K	12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$ 1,075,597		\$ 16,750,000	83%	71%	Construction	Citywide
Prop K	20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000		\$ 13,250,000	90%	92%	Construction	3, 6
Prop K Prop AA	34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$ 1,602,871	\$ 2,397,129	\$ 4,000,000	79%	60%	Construction	8, 9, 10
Prop K	38	SFMTA	Central Richmond Traffic Safety	\$ 596,420		\$ 596,420	51%	0%	Design, Construction	1
Prop K	38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000		\$ 270,000	51%	22%	Planning	7, 11
Prop K	39	SFMTA	Beale Street Bikeway	\$ 330,000		\$ 330,000	28%	0%	Design	6
Prop K	38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200		\$ 8,487,167	51%	38%	Design Construction	Citywide
Prop AA	Street	SFPW	Geary Boulevard Pavement Renovation		\$ 3,386,732	\$ 6,855,682	NA	51%	Construction	2, 5
Prop AA	Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds		\$ 368,519	\$ 896,519	NA	59%	Construction	9, 10
Prop AA	Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)		\$ 700,000	\$ 1,756,229	NA	60%	Construction	3, 6

TOTAL				\$ 11,880,163	\$ 6,852,380	\$ 73,618,117	70%	72%
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Footnotes

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
8	BART	Powell Station Modernization	\$672,975	\$ -	<p>Comprehensive station reconfiguration to improve station function, safety, security, passenger circulation, capacity, sustainability, and appearance. Project components include the relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, new fare gates, and relocation of existing facilities such as the operator break room. BART anticipates that the project will be open for use by June 2021.</p> <p>The Transportation Authority previously allocated \$327,025 in Fiscal Year 2018/19 funds to this project in September 2018, and approved an intent to allocate \$672,975 in Fiscal Year 2019/20 funds (the subject of this request). BART increased the construction phase cost estimate since the first allocation from \$14,550,000 to \$19,260,000 to reflect current market conditions with a limited number of bidders due to the high volume of projects in the region.</p>
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$240,000	\$ -	<p>Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate Ferry and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience. Project is anticipated to be open for use by March 2020.</p>
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$926,100	\$ -	<p>Planning phase for potential extension of the SFMTA's Historic Streetcar service to serve the S.F. Maritime National Historic Park and Fort Mason unit of Golden Gate National Recreational Area. An extension of streetcar service to these National Park Service sites would reduce the need for multiple transfers, decrease transit travel time, and improve transit reliability by largely separating transit service from automobile traffic. The first task of the project is a report on the overall cost/benefit of the project, to be followed with public outreach and stakeholders engagement. SFMTA anticipates project completion by July 2021.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$1,075,597	\$ -	Request is the first \$1.08 million of a total of \$4.9 million in planned Prop K allocations for rehabilitation of five Vintage historic streetcars to like-new condition. SFMTA owns these vehicles, none of which are currently in revenue service. Project will upgrade major electrical and mechanical systems, and ensure that the vehicles meet Americans with Disabilities Act requirements. The rehabilitation and associated system enhancements will improve safety, reliability, and service, and keep the Vintage vehicles operational for 25 years. SFMTA expects the last of the five streetcars to be in revenue service by Summer 2024.
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$1,000,000	\$ -	Funds will leverage \$2 million in One Bay Area Grant funds approved by the Board in September 2017 for a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area. Project also includes expanding the paid area to include the new elevator and dedicating the existing elevator for Muni use only. If an elevator is out of service, the second elevator will be made available for both Muni and BART patrons. Project is scheduled to be open for use by December 2021.
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$1,602,871	\$ 2,397,129	Pavement renovation of 39 blocks, construction of 70 curb ramps, sidewalk reconstruction, traffic control, and related and incidental work at the following locations: Hampshire Street from 17th Street to the Cesar Chavez on-ramp; York Street between Mariposa and 26th Streets; Dolores Street between Cesar Chavez and Day Streets; Cesar Chavez on-ramp from 25th Street to Potrero Avenue to Hampshire Street; 22nd Street between Potrero Avenue and Harrison Street; and 23rd Street between Folsom and Capp Streets. SFPW anticipates that all segments will be open for use by June 2021.
38	SFMTA	Central Richmond Traffic Safety	\$596,420	\$ -	Implement safety improvements as recommended in the Central Richmond Neighborhood project. Project locations are focused on streets with a history of high injury collisions, and where children, seniors and people with disabilities walk or bike. Improvements include speed humps on 13 blocks, pedestrian refuge islands at 5 intersections, high visibility crosswalks, and other striping, daylighting and signal improvements. See pages 88 and 89 of enclosure for specific measures at each location. SFMTA anticipates the project will be open for use by September 2020.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	Ocean Avenue Safety Improvements	\$210,000	\$ -	Requested funds are for the planning phase of project to improve safety, accessibility, and comfort for people traveling along Ocean Avenue, Geneva Avenue and Frida Kahlo Way between the Ocean Avenue commercial corridor, Balboa Reservoir, City College, and Balboa Park Station. This project will build on the recommendations from SF Planning Department's Ocean Avenue Corridor Design Study. Scope includes traffic data collection and analysis, outreach, and conceptual engineering for design alternatives. SFMTA will develop long-term improvements for near-term safety improvements as well as larger-scale long-term improvements that involve modifications to rights-of-way and coordination with other projects and agencies. SFMTA anticipates completion of a final report with key findings, recommendations and next steps by September 2020.
39	SFMTA	Beale Street Bikeway	\$330,000	\$ -	Design phase for a two-way Class IV (separated) bike facility on Beale Street between Market and Folsom Streets, and Muni-only lanes between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission/Beale and Howard/Beale streets to facilitate bicycle and pedestrian movements. The two-way bike facility may be raised or at sidewalk level on the block between Howard and Folsom to integrate with the future Transbay Park. SFMTA expects design to be complete by March 2020 and the project to be open for use by December 2021.
38	SFMTA	Vision Zero Quick-Build Program Implementation	\$5,226,200	\$ -	Design and construct quick-build safety projects on 12 corridors and spot improvements at various locations on the Vision Zero High-Injury Network. A "quick-build" project is one that does not require major street re-construction and can be implemented exclusively by city crews and/or on-call contractors and includes paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete for boarding islands and minor pavement improvements. Planned safety improvements include traffic control measures such as painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. SFMTA expects all improvements to be open for use by June 2021.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	Street resurfacing of 28 blocks of Geary Boulevard, between Van Ness and Masonic. Includes demolition, pavement renovation, curb ramp construction and retrofit, traffic control, and related and incidental work. This is the paving scope of the larger SFMTA-led Geary Rapid Project. Public Works expects the substantial completion dates for the surface contract, including paving scope, will be October 2020 for Segment A (Masonic-Fillmore) and April 2021 for Segment B (Fillmore-Van Ness).
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	Leverages previously allocated Neighborhood Transportation Improvement Program capital funds (Districts 9 and 10) to construct safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Blvd/Cesar Chavez St/Potrero Ave intersection, adjacent to westbound Cesar Chavez Street. SFPW will construct a wider, re-graded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflicts between users of two segments of the intersection. Funds would cover a \$368,519 cost increase for a retaining wall determined to be necessary during the design phase of the project. Public Works expects the project to be open for use by March 2020.
Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	\$ -	\$ 700,000	Construct curb ramps and other pedestrian safety improvements at locations where conflicts with sub-sidewalk basements require creative solutions. Project locations include two intersections in District 6 at Jones and Ellis (bulbouts with curb ramps at northwest and southeast corners) and 8th and Minna (1 raised crosswalk). Scope includes installing ADA compliant pedestrian signals, adjusting location of vehicle signals, and replacing signal poles that need to be moved as part of the curb extensions or sub-sidewalk basement structural work. Two new curb ramps, to be constructed on the northwest corner of California and Hyde in District 3, are part of the subject project but will be funded by a separate source. Public Works expects all locations will be open for use by December 2020.
<b>TOTAL</b>			<b>\$11,880,163</b>	<b>\$6,852,380</b>	

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



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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
8	BART	Powell Station Modernization	\$ 672,975	\$ -	Fulfills <b>intent to allocate \$672,975</b> in Fiscal Year 2019/20 funds approved by the Board on September 25, 2018.  At its May 22, 2019 meeting, the CAC delayed consideration of this request pending additional information from BART explaining the projects' high construction management costs. See memo for additional details. Staff is now recommending approval.
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000	\$ -	
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100	\$ -	<b>Special Conditions:</b> \$461,100 for outreach and stakeholder engagement (which should be done in coordination with ConnectSF work) is placed on reserve pending a presentation to the Board with the findings from the Needs and Opportunities Assessment, including an analysis of the operating costs, fare box recovery, needed operating subsidy, funding plan for operations, and overall cost/benefit of the project. Presentation shall also include a proposed outreach plan, including a task-based budget and schedule.
12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$ 1,075,597	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$700,788 from the Replace 30 30-foot Hybrid Diesel Motor Coaches project to the subject project. The SFMTA has delayed replacement of the 30-foot motor coach fleet while it works to procure 9 battery-electric buses for a pilot project to evaluate the feasibility of operating an all-electric fleet. See enclosed 5YPP amendment for details.  <b>Special Condition:</b> The staff recommendation is conditioned upon implementation of a Project Management Oversight Protocol for Rehabilitation of 5 Vintage Streetcars. See enclosed Allocation Request Form for details.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	\$ -	Subsequent to the May 22, 2019 CAC meeting, staff delayed this request to allow more time to assess both this and the Powell Station Modernization request, which had similarly high construction management costs. See memo for additional details. Staff is now recommending approval.
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$ 1,602,871	\$ 2,397,129	
38	SFMTA	Central Richmond Traffic Safety	\$ 596,420	\$ -	<p>We are recommending a <b>multi-phase allocation</b> given that the project will have concurrent design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p> <p><b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to add the subject project with \$596,420 in Fiscal Year 2019/20 funds from the Advancing Equity through Safer Streets placHOLDER. According to SFMTA staff, Central Richmond Traffic Safety will advance the goals of the new, yet-to-be-launched Advancing Equity through Safer Streets program, which is intended to target locations where pedestrian injuries to seniors and people with disabilities are concentrated and where seniors and people with disabilities live and travel. Based on analysis by the Department of Public Health, Central Richmond is a key target area for investment under this program. See enclosed 5YPP amendment for details.</p>
38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000	\$ -	
39	SFMTA	Beale Street Bikeway	\$ 330,000	\$ -	

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200	\$ -	<p><b>Strategic Plan and 5YPP Amendments:</b> The SFMTA is requesting amendments to the Traffic Calming 5YPP and Prop K Strategic Plan to fund this request. The 5YPP amendment would reprogram \$5,226,200 in Fiscal Year (FY) 2019/20 funds from the 6th Street Safety Improvement Project to the subject project. The 6th Street project's funding plan will be kept whole with additional development impact fee funds (\$2,826,200) and an award from the state Affordable Housing Sustainable Communities grant program (\$2,400,000). The Strategic Plan amendment would advance \$3,229,170 in cash flow from FY 2021/22 and \$613,100 from FY 2022/23 to FYs 2019/20 and 2020/21 to meet the expenditure needs of the subject request.</p> <p>The SFMTA intends to hire additional in-house labor to continue the Quick-Build program for a minimum of three years. To support the sustained acceleration of project delivery and the associated increased in-house staffing level in future years, we are recommending amendment to the Strategic Plan as follows: advance out-year funds in the Traffic Calming category to FY 2020/21 (\$1.25 million) and FY 2021/22 (\$1.25 million); and advance out-year funds and Vision Zero Placeholder funds in the Pedestrian Circulation/Safety category to FY 2020/21 (\$1.25 million) and FY 2021/22 (\$1.25 million). The corresponding amendments to the Traffic Calming and Pedestrian Circulation/Safety 5YPPs would add the Quick-Build Program Implementation project in FYs 2020/21 and 2021/22 with a total of \$2.5 million in each year. See memo and enclosed allocation request for additional details on the Strategic Plan and 5YPP amendments.</p>
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	\$ -	\$ 700,000	
TOTAL			\$11,880,163	\$6,852,380	

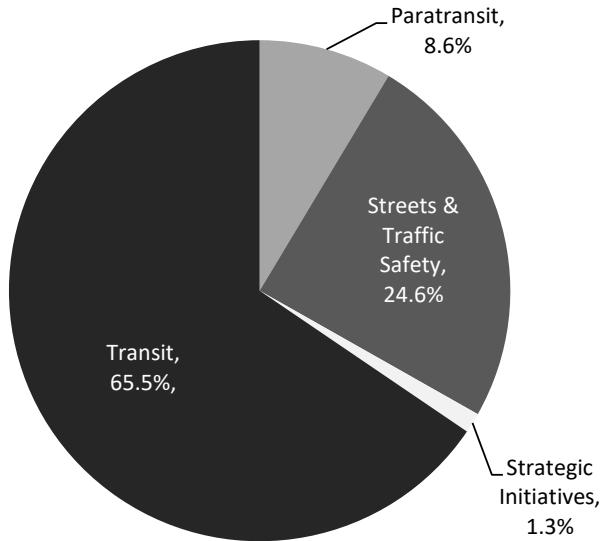
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**Prop K and Prop AA Allocation Summaries - FY 2019/20**

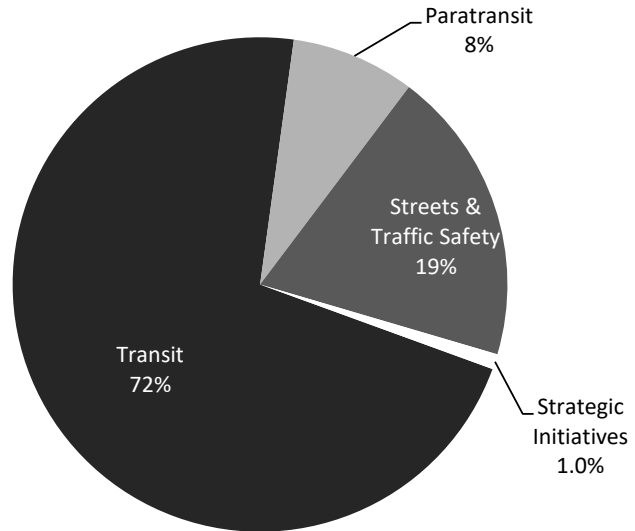
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 4,212,000	\$ 1,819,340	\$2,392,660	\$0	\$0	\$ -	\$ -
Current Request(s)	\$ 11,880,163	\$ 4,865,899	\$ 6,284,264	\$ 730,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 16,092,163	\$ 6,685,239	\$ 8,676,924	\$ 730,000	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

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



**Prop K Investments To Date**

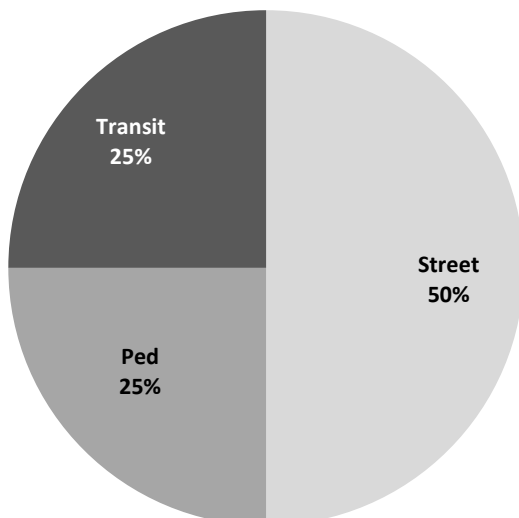


**PROP AA VEHICLE REGISTRATION FEE**

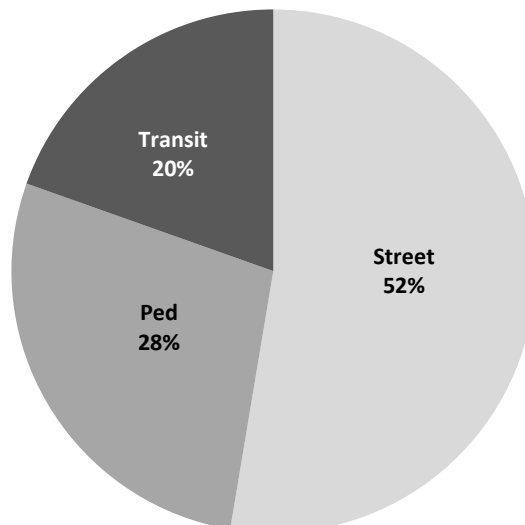
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -
New Total Allocations	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -

The above table shows total cash flow for all FY 2019/20 allocations approved to date, along with the current

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



**Prop AA Investments To Date**





# Memorandum

**Date:** June 28, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 7/9/2019 Board Meeting: Allocate \$11,880,163 in Prop K Sales Tax Funds for Ten Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions

## RECOMMENDATION ☐ Information ☒ Action

Allocate \$1,672,975 in Prop K funds to the Bay Area Rapid Transit District (BART) for two requests:

1. Powell Station Modernization (\$672,975)
2. Embarcadero Station: New Northside Platform Elevator (\$1,000,000)

Allocate \$240,000 in Prop K funds to the Port of San Francisco (PortSF) for one request:

3. Downtown Ferry Terminal - Passenger Circulation Improvements

Allocate \$8,364,317 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for five requests:

4. E/F Streetcar Extension to Aquatic Park (\$926,100)
5. Rehabilitation of 5 Vintage Streetcars (\$1,075,597)
6. Central Richmond Traffic Safety (\$596,420)
7. Ocean Avenue Safety Improvements (\$210,000)
8. Beale Street Bikeway (\$330,000)
9. Vision Zero Quick-Build Program Implementation (\$5,226,200)

Allocate \$1,602,871 in Prop K funds to San Francisco Public Works (SFPW) for one request:

10. 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

Allocate \$6,852,380 in Prop AA funds to SFPW for four requests:

11. 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (\$2,397,129)
12. Geary Boulevard Pavement Renovation (\$3,386,732)
13. Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (\$368,519)
14. Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (\$700,000)

## SUMMARY

We are presenting thirteen requests totaling \$18,732,543 in Prop K and Prop AA funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.

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

## DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

### **Follow-up on Construction Management Costs for Two BART Requests.**

At its May 22, 2019 meeting the Citizens Advisory Committee (CAC) was briefed on eight Prop K requests including two requests from BART for the Powell Station Modernization and Embarcadero Station: New Northside Platform Elevator projects. The CAC severed BART's Powell Station Modernization request pending additional information from BART explaining the project's high construction management cost. Subsequently, Transportation Authority staff withdrew BART's Embarcadero Station request to allow staff more time to assess both BART requests which had similarly high construction management costs. At the time, these costs were 52% and 60% of the contract, respectively, in contrast to an industry standard of 15% to 30%.

Since the May CAC meeting, we have met with BART staff to better understand the construction management needs for these projects. According to BART staff, these projects require additional oversight in the tightly constrained work environments at the project sites, special life safety requirements due to high pedestrian volumes, and the need to ensure minimal disruption to passenger flows at two of the busiest BART stations – all of which led to higher than typical construction management costs.

Since May CAC, BART has also updated the construction contract cost estimates for both projects based on current market conditions which reflect a limited number of bidders due to the high volume of projects in the region. Because the cost of the construction contract has gone up noticeably for both requests, the construction management costs as a percent of the contracts has gone down to 32.1% for the Powell Station Modernization project and 45% for the Embarcadero Station: New Northside Platform Elevator project, putting them both closer to the industry standard.

### **Strategic Plan Amendment for Vision Zero Quick-Build Program Implementation.**

Funding the SFMTA's request for \$5,226,200 for Vision Zero Quick-Build Program Implementation and SFMTA's accompanying request to make \$2.5 million per year available in Fiscal Years 2020/21 and 2021/22 for sustained acceleration of Vision Zero improvements and associated staffing levels, requires amendment to the Prop K Strategic Plan to advance funds in the Traffic Calming and Pedestrian Circulation/Safety categories. See the Strategic Plan amendment as summarized in Attachment 3 and detailed in the attachments to the relevant Allocation Request Form for additional details. Both the Traffic Calming and Pedestrian Circulation/Safety categories would run out of Prop K funds two years earlier than without the amendment (Fiscal Year 2025/26 vs. Fiscal Year 2027/28 for Traffic Calming, and Fiscal Year 2027/28 vs. Fiscal Year 2029/30 for Pedestrian Circulation/Safety). Our recommendation in support of this request calls for quarterly reporting on the project delivery implementation of these projects and for sharing of the progress reports with the Board.

**FINANCIAL IMPACT**

The recommended action would allocate \$11,880,163 in Prop K funds and \$6,852,380 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Over the 30-year life of the Prop K Expenditure Plan, the Strategic Plan amendment for the Quick-Build Program Implementation would result in an increase of \$1,639,147 (0.06%) in anticipated financing costs for the Prop K program as a whole over the life of the program, which we consider to be insignificant.

Sufficient funds are included in the adopted Fiscal Year 2019/20 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

**CAC POSITION**

The CAC considered SFMTA's Rehabilitation of 5 Vintage Streetcars request at its May 22, 2019 meeting and adopted a motion of support, contingent on development of an enhanced oversight protocol in consultation with the SFMTA. The CAC was briefed on the other subject requests at its June 26, 2019 meeting and unanimously approved a motion of support for the recommended allocations.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K and Prop AA Allocation Summaries – FY 2019/20

Enclosure – Prop K/AA Allocation Request Forms (13)



RESOLUTION ADOPTING THE SOMA FREEWAY RAMP INTERSECTION SAFETY  
STUDY PHASE 2 FINAL REPORT

WHEREAS, The purpose of the second phase of the SoMa Freeway Ramp Intersection Safety Study was to develop proposed improvements at ten freeway ramp intersections in the South of Market (SoMa) neighborhood with the goals of improving safety and access for all users, especially for the most vulnerable users; and

WHEREAS, All ten study intersections are located on San Francisco's Vision Zero High Injury Network, representing streets with disproportionately high rates of traffic injuries and fatalities; and

WHEREAS, The study recommends both near-term safety improvements and capital improvements that require more extensive reconstruction at each of the ten intersections; and

WHEREAS, The study recommendations are based on an analysis of collision histories at the study intersections, a toolbox of best practice design treatments, and input from community stakeholders; and

WHEREAS, The final report includes recommended implementation plans and potential funding sources to implement the proposed improvements as soon as possible; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report; and be it further

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

Enclosure:

1. SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report



# Memorandum

**Date:** June 28, 2019  
**To:** Transportation Authority Board  
**From:** Eric Cordoba – Deputy Director for Capital Projects  
**Subject:** 07/09/2019 Board Meeting: Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report

**RECOMMENDATION**    ☐ Information    ☒ Action

Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report

**SUMMARY**

The second phase of the SoMa Freeway Ramp Intersection Safety Study addresses safety issues at ten intersections in the South of Market (SoMa) neighborhood where freeway ramps meet city streets. The project team studied collision patterns and recommended near-term and capital improvements at ten ramp intersections in SoMa such as curb bulb-outs, traffic signal upgrades, lane reconfigurations, and new crosswalks. Public outreach to gather input on the designs included a multilingual survey, an open house, tabling, social media, and stakeholder meetings. Draft recommendations were also shared with the CAC in September 2018 and the Vision Zero Committee of the Board in October 2018. The Transportation Authority has since completed traffic analysis and worked with the San Francisco Municipal Transportation Agency (SFMTA) to develop cost estimates and identify funding and implementation next steps. Recommended improvement concepts for all ten intersections are shown in Attachment 1. The final report is included as an enclosure to this memorandum.

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

## DISCUSSION

### Background.

To improve safety at intersections in the SoMa neighborhood where freeway ramps meet city streets, the Transportation Authority has worked closely with SFMTA to recommend improvements at these intersections that would help meet the city's Vision Zero traffic safety goal. The first phase of this effort, funded by the Prop K Neighborhood Transportation Improvement Program (NTIP) and completed in early 2018, recommended upgrades to five study intersections. SFMTA then included implementation of those improvements in its Capital Improvement Program for Fiscal Years 2019 to 2023. This second phase recommends safety and accessibility improvements at ten additional freeway ramp intersections in SoMa.

### **Study Goals and Methodology.**

The primary goals of this study are to improve safety and access for all users, especially for the most vulnerable users, including pedestrians, bicyclists, and people with disabilities. Secondary goals include improving transportation circulation, accommodating planned neighborhood growth, supporting other planned transportation projects, and developing recommendations that are feasible to implement within as short a timeframe as possible.

The project team, comprised of Transportation Authority and SFMTA staff, selected ten freeway ramp intersections in SoMa to study based on an analysis of traffic collisions from 2012 to 2016, coordination to determine which intersections were already slated for improvements, and a determination of whether improvements could potentially improve conditions.

The selected ten intersections are:

- Mission, Otis, Duboce, & 13th streets (U.S. 101 NB off-ramp)
- South Van Ness Avenue & 13th Street (U.S. 101 SB on-ramp)
- 8th Street midblock between Bryant & Harrison streets (I-80 WB off-ramp)
- 8th Street & Bryant Street (I-80 WB off-ramp)
- 7th Street & Harrison Street (I-80 WB on-ramp)
- 7th Street midblock between Bryant & Harrison streets (I-80 EB off-ramp)
- 7th Street & Bryant Street (I-80 EB off-ramp)
- 6th Street & Brannan Street (I-280 NB off-ramp, I-280 SB on-ramp)
- Fremont Street midblock between Howard & Folsom streets (I-80 WB off-ramp)
- Essex Street and Harrison Street (I-80 EB on-ramp)

All ten intersections are on the City's Vision Zero High Injury Network. At each selected intersection, the project team analyzed collision reports to identify collision causes and patterns to inform potential design treatments.

### **Recommended Improvements.**

The project team recommended a set of improvements at each intersection based on the collision analysis, opportunities to improve accessibility, traffic analysis, cost estimates, implementation timelines, and feedback received from public outreach. The recommended improvement concepts, shown for each intersection in Attachment 1, include:

- Sidewalk extensions (bulb-outs) to reduce turning speeds and shorten pedestrian crossings;
- Signal upgrades to improve visibility, add exclusive turn phases where needed, add flashing beacon signs at unsignalized crosswalks, and add leading pedestrian intervals;
- New crosswalks where they are currently missing;
- New wayfinding signage to reduce confusion and weaving;
- Improved lighting, particularly under freeway viaducts;

- New protected bicycle lanes on key routes; and
- Reduction in the number of traffic lanes at select locations to calm traffic and provide space for other safety treatments.

The recommendations identified select near-term safety treatments at each intersection, such as pavement markings, signal timing changes, and signage upgrades, that could be implemented in two years or less depending on approvals needed. The remaining recommendations include capital improvements that involve more extensive reconstruction (i.e. concrete work or signal upgrades) and would require additional time to obtain approvals and funding to implement.

### **Public Outreach.**

The project team conducted two major rounds of outreach during the study. The purpose of the first round, conducted in spring 2018, was to learn about users' experiences at the study intersections and their ideas to improve them before proposals were developed. During the second round in summer 2018, the project team shared draft design proposals to solicit feedback. In total, the project team contacted over 70 neighborhood groups, advocacy organizations, partner agencies, and employers. Outreach methods included a mailer to addresses near the intersections, an open house in July 2018, tabling at intersections and Sunday Streets, posters on the street, emails, a social media campaign, and meetings with stakeholder groups. The project team also solicited input through individual stakeholder meetings and a survey, which received over 800 responses. The survey, mailer, posters, handouts, and social media ads were provided in English, Chinese, Filipino, and Spanish and translation services were provided at the open house.

Stakeholders identified a range of safety and accessibility challenges at the intersections including traffic signal visibility, pedestrian and bicycle conditions, vehicle weaving, high-speed turning movements, and a lack of pedestrian crosswalks at some intersections. The design proposals received mostly positive feedback and the project team incorporated a number of stakeholder suggestions into the final recommendations.

### **Next Steps: Funding and Implementation.**

The planning-level cost estimate for design, obtaining approvals, and construction of the improvements at all 10 intersections is approximately \$10.7 million. Of this, approximately \$250,000 represents the cost of the identified near-term improvements. The remaining costs are for capital improvements that involve more extensive reconstruction (i.e. concrete work or signal upgrades), which will take several years to implement.

SFMTA will lead the design and construction of the recommended improvements in coordination with San Francisco Public Works and Caltrans, which will need to approve many of the recommended treatments. SFMTA has committed to implement the recommended near-term improvements within two years, with the exception of improvements that require a longer Caltrans approval process. The Transportation Authority Board will consider final approval of a \$160,000 allocation of District 6 Neighborhood Transportation Improvement Program (NTIP) funds to implement the improvements at the first several intersections. For the remainder of the improvements, the project team identified multiple potential funding sources including but not limited to Prop K sales tax, Prop AA vehicle registration fee, Prop A and Prop B general funds, Interagency Plan Implementation Committee impact fees, Caltrans funds, the Highway Safety Improvement Program, the Active Transportation Program, One Bay Area Grant funds, and potential Transportation Network Company Tax revenue (pending approval).

Agenda Item 7

**FINANCIAL IMPACT**

The recommended action does not have an impact on the proposed Fiscal Year 2019/20 budget.

**CAC POSITION**

The CAC considered this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1- Recommended Improvement Concept Plans

Enclosure – SoMa Freeway Ramp Intersection Safety Study (Phase 2) Final Report

MISSION STREET /  
13TH STREET /  
US 101 NB OFF-RAMP

## Alternative One-Way Otis Street

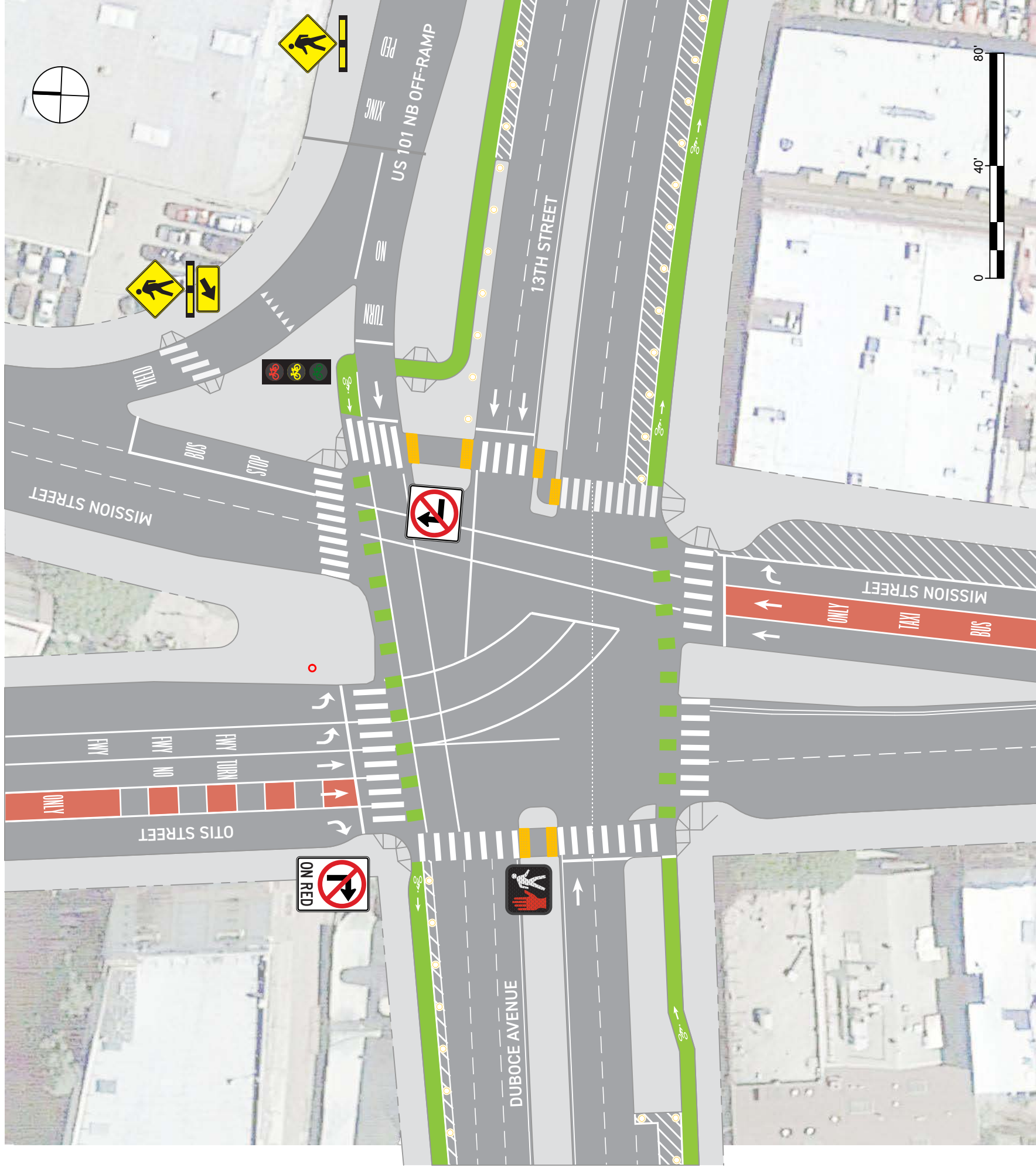
## NOTES

## Market Street Hub Project Improvements

- Protected cycle track on 13th and Duboce Avenue, channelize westbound bicycle lane and realign US 101 ramp to increase bicyclist visibility and reduce conflicts
- Remove U-turn from Otis St. to Mission St. to reduce number of traffic movements and conflicts

# SoMa Freeway Ramp Intersection Safety Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands for people crossing Duboce and 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Accessible Pedestrian Signal (APS) for all crosswalks
- Crosswalk flashing beacons and signage on un-signalized off-ramp to Mission Street
- New crosswalk striping
- Bus-only lanes on Mission St. approaching the intersection
- Additional signal heads and signs for improved visibility







# MISSION STREET / 13TH STREET / US 101 NB OFF-RAMP

## Alternative Two-Way Otis Street

### NOTES

#### Market Street Hub Project Improvements

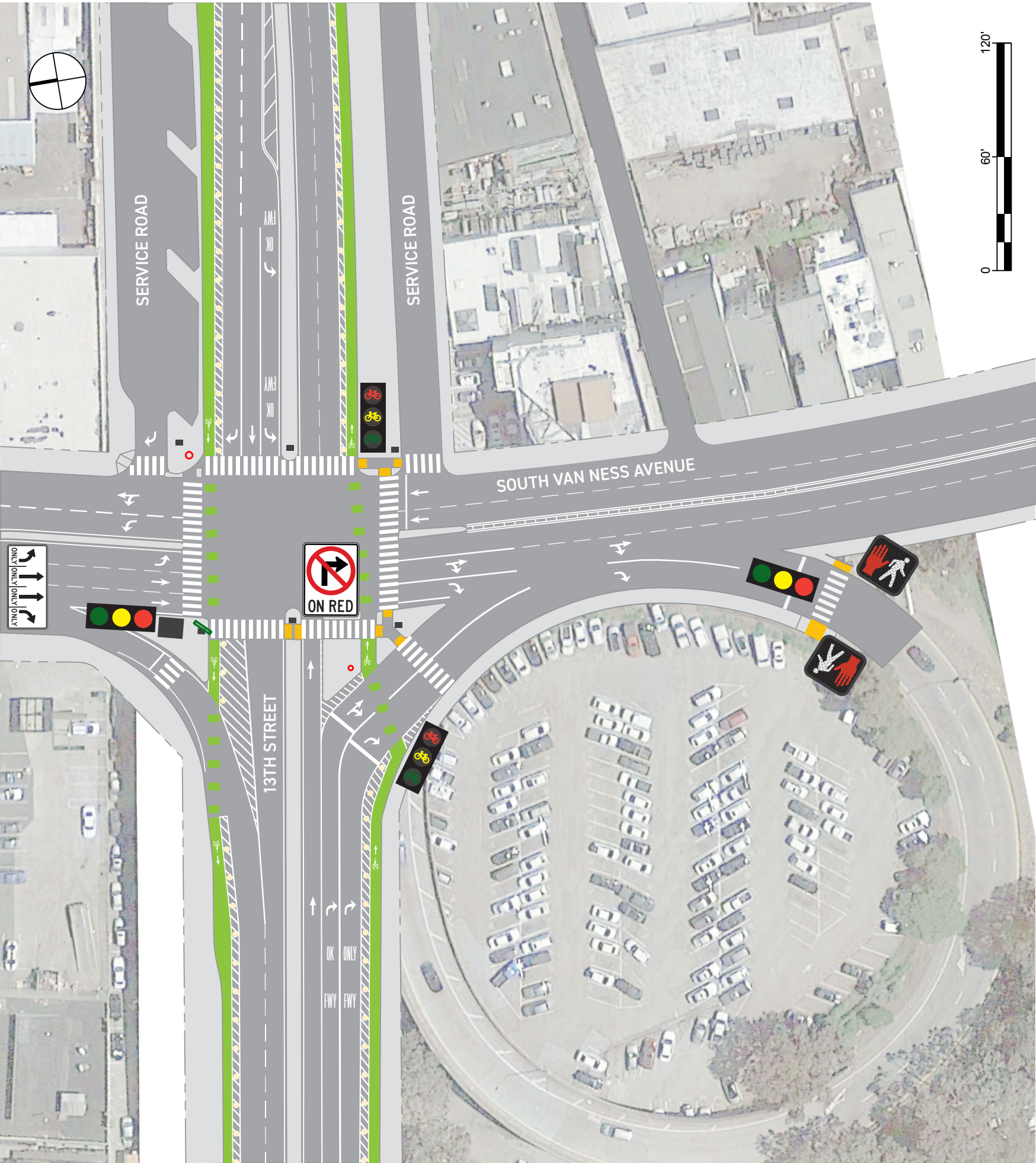
- Protected cycle track on 13th and Duboce Avenue
- Two-way Otis Street. Modify Mission St. median and remove U-turn from Otis St. to Mission St. to accommodate traffic to Otis St.

#### SoMa Freeway Ramp Intersection Safety Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands for people crossing Duboce and 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Accessible Pedestrian Signal (APS) for all crosswalks
- Crosswalk flashing beacons and signage on un-signalized off-ramp to Mission Street
- New crosswalk striping
- Bus-only lanes on Mission St. approaching the intersection



SOUTH VAN NESS AVE /  
13TH ST /  
US 101 SB ON-RAMP



NOTES

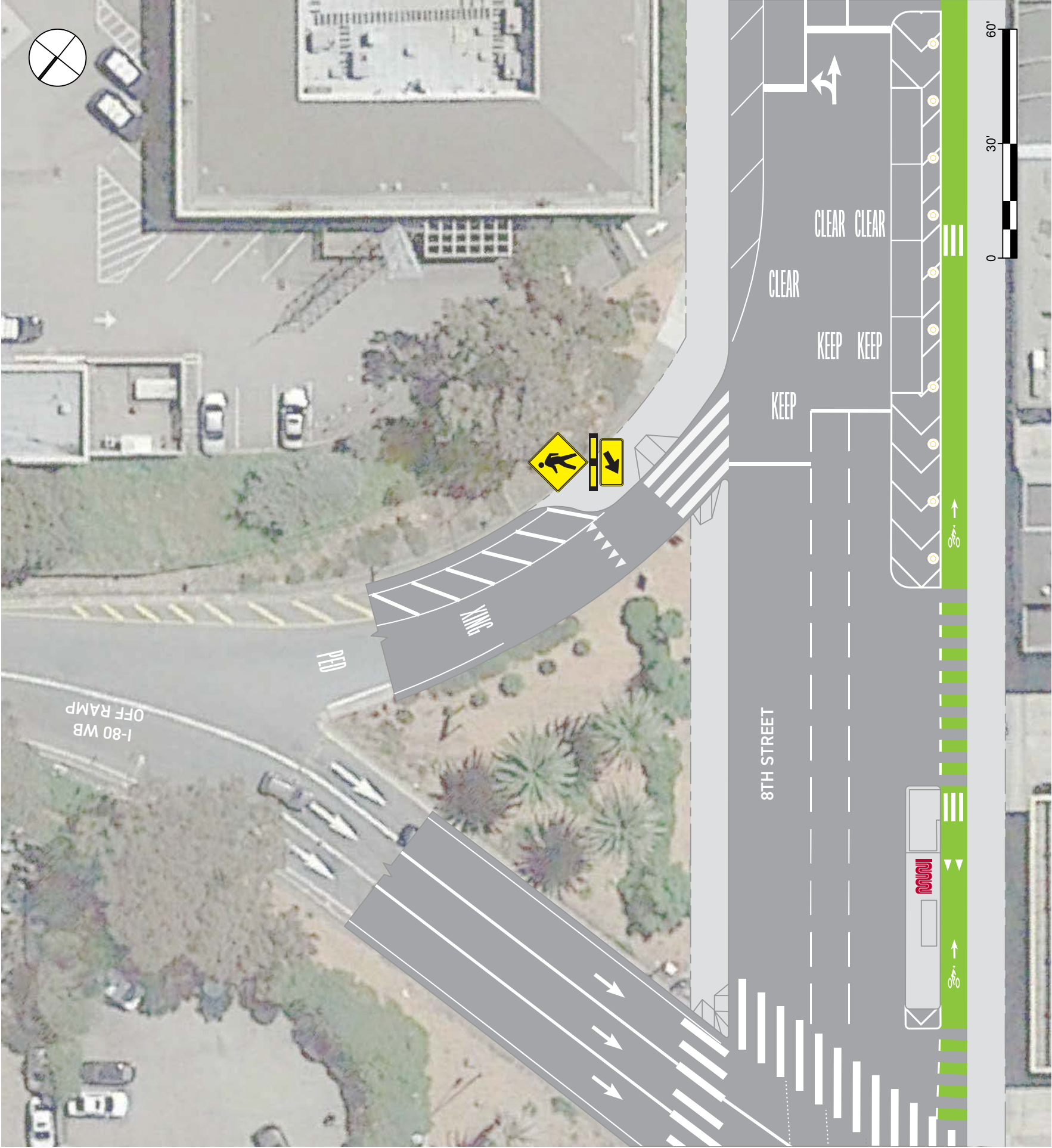
Market Street Hub Project Improvements

- Protected cycle track on 13th Street

SoMa Freeway Ramp Intersection Safety Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands across 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Protected left-turn from S Van Ness Ave. to 13th Street
- New sidewalk on west side of S Van Ness Ave.
- New traffic signal and pedestrian crosswalk at the US 101 freeway southbound on-ramp





## 8TH STREET (MIDBLOCK) / I-80 WB OFF-RAMP

### NOTES

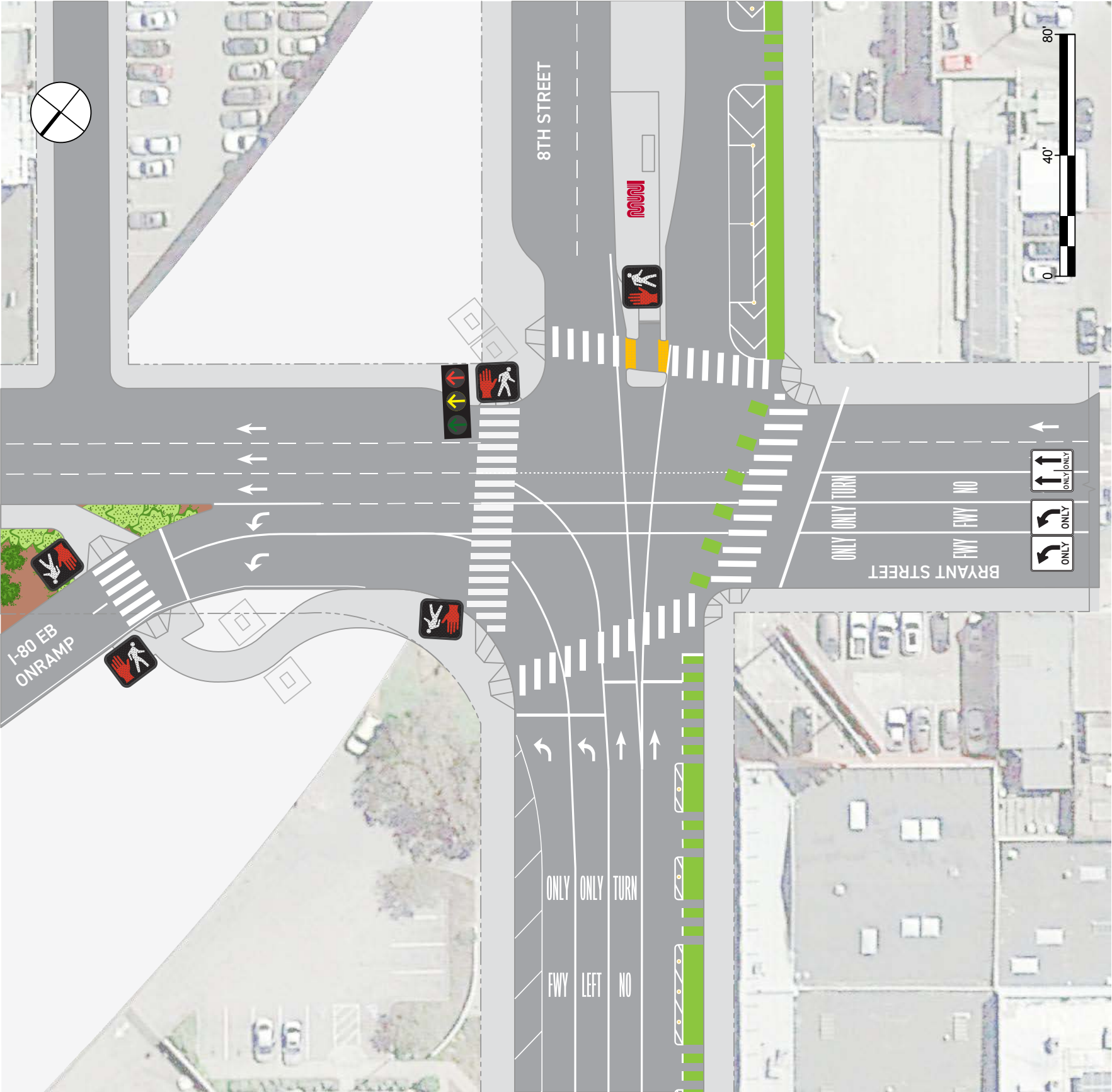
#### SFMTA 8th Street Safety Project Improvements

- Transit boarding island
- Protected bike lane

#### SoMa Freeway Ramp Intersection Safety Study Proposals

- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades
- Additional streetlighting

**BRYANT STREET /  
8TH STREET /  
I-80 EB ON-RAMP**  
  
**(Capital Project)**



**NOTES**

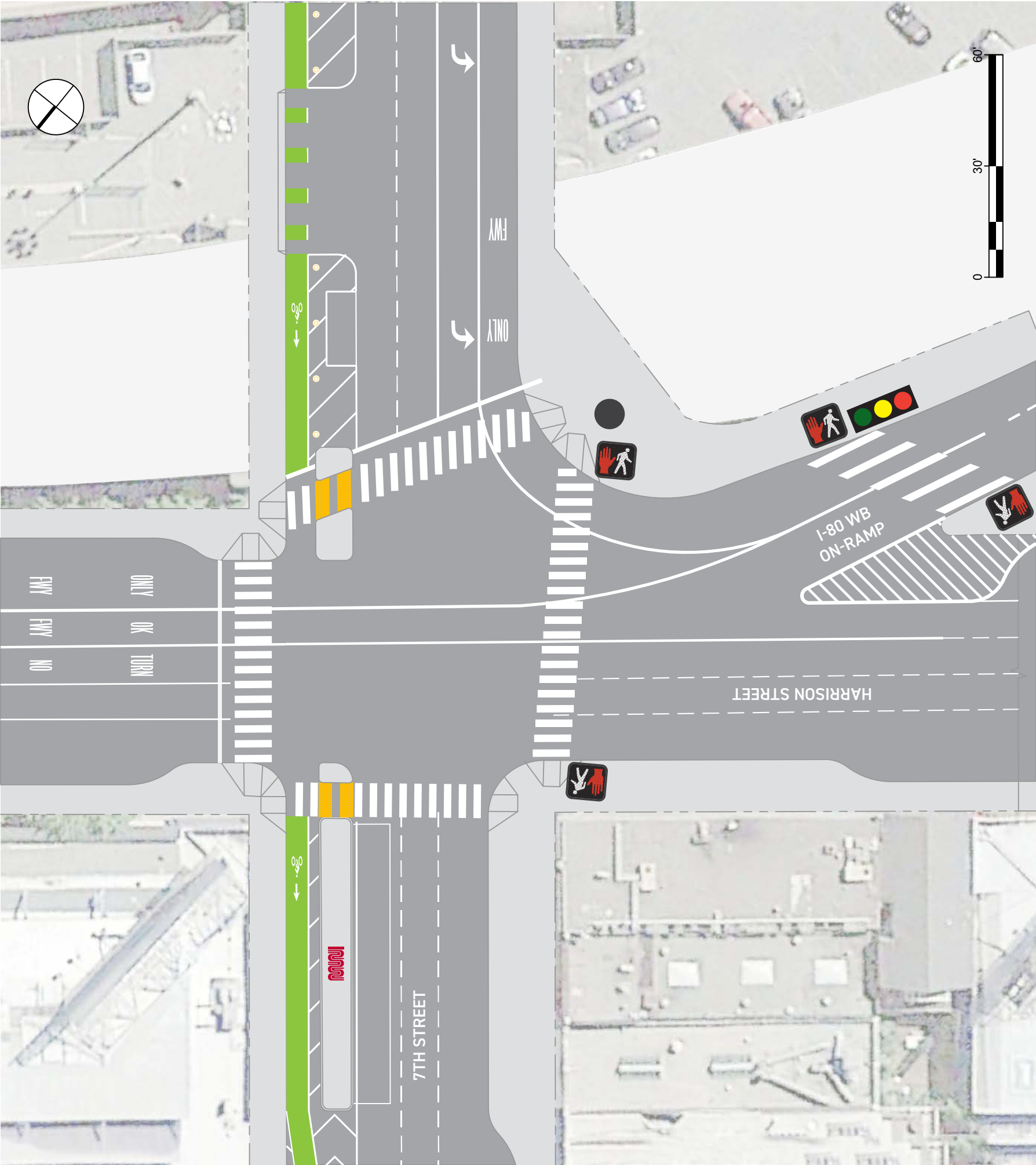
**SFMTA 8th Street Safety Project Phase 2 Project Improvements**

- Protected bike lane on 8th Street
- Transit boarding island

**SoMa Freeway Ramp Intersection Safety Study Proposals**

- New crosswalk across Bryant Street with protected signal phase and Leading Pedestrian Interval (LPI)
- New sidewalk along north side of Bryant St., new crosswalk across on-ramp with new traffic signal
- Bulb-outs and curb ramps
- Median refuge island modification
- Crosswalk striping upgrades
- Overhead lane assignment signs
- New traffic signal upgrades to improve visibility





**HARRISON STREET /  
7TH STREET /  
I-80 WB ON-RAMP**

**(Capital Project)**

**NOTES**

**Caltrans I-80 On-Ramp Project Improvements**

- New pedestrian signal at crosswalk across the I-80 on-ramp
- Upgraded traffic signals

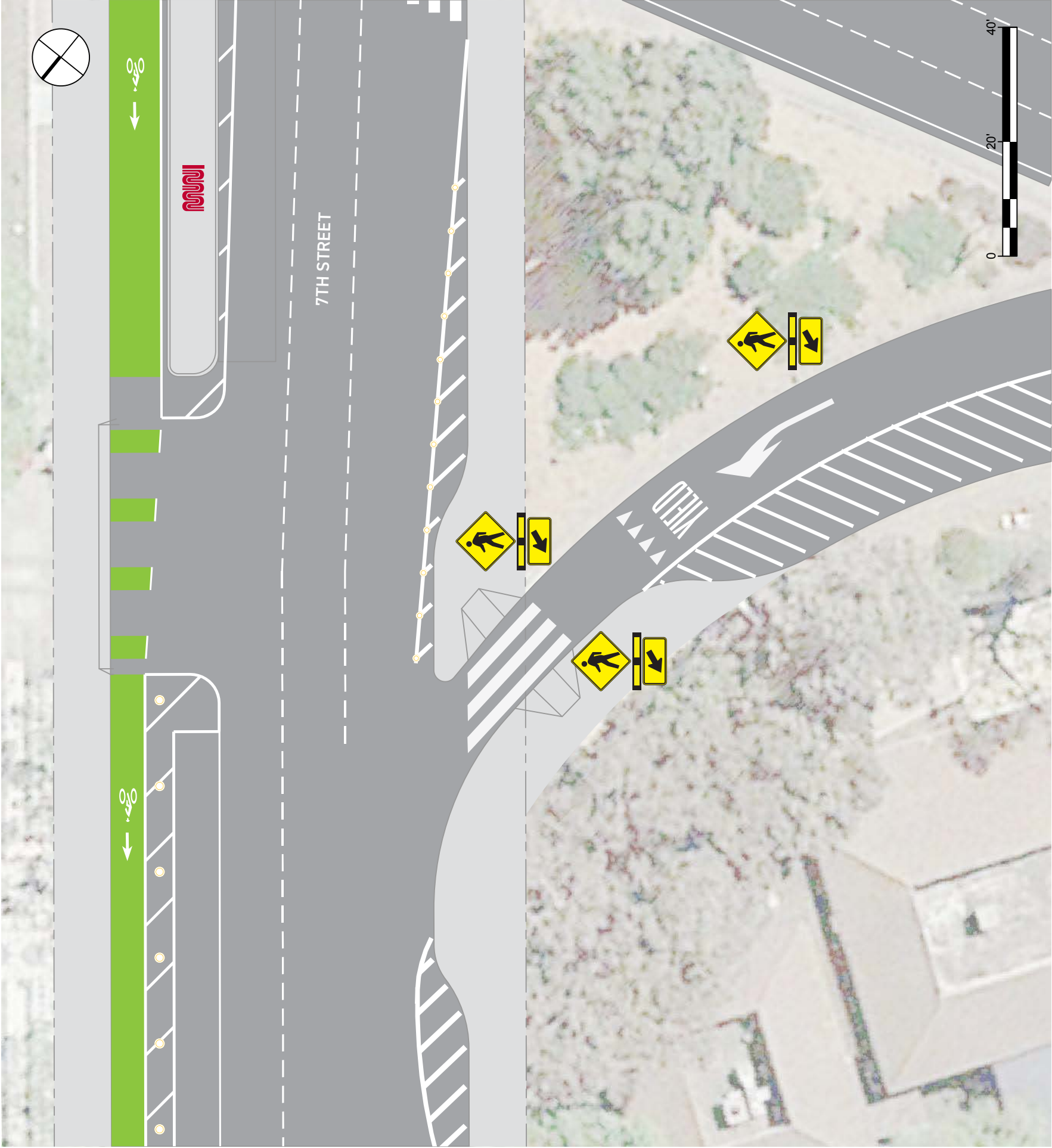
**SFMTA 7th Street Bikeway Project Improvements**

- Protected bike lane on 7th Street
- Transit boarding island

**SoMa Freeway Ramp Intersection Safety Study Proposals**

- New signalized pedestrian crosswalk across Harrison Street
- Median refuge islands across 7th Street
- Bulb-outs and curb ramps
- Bus bulb at south side of Harrison St. east of the intersection

7TH STREET (MIDBLOCK) /  
I-80 EB OFF-RAMP



NOTES

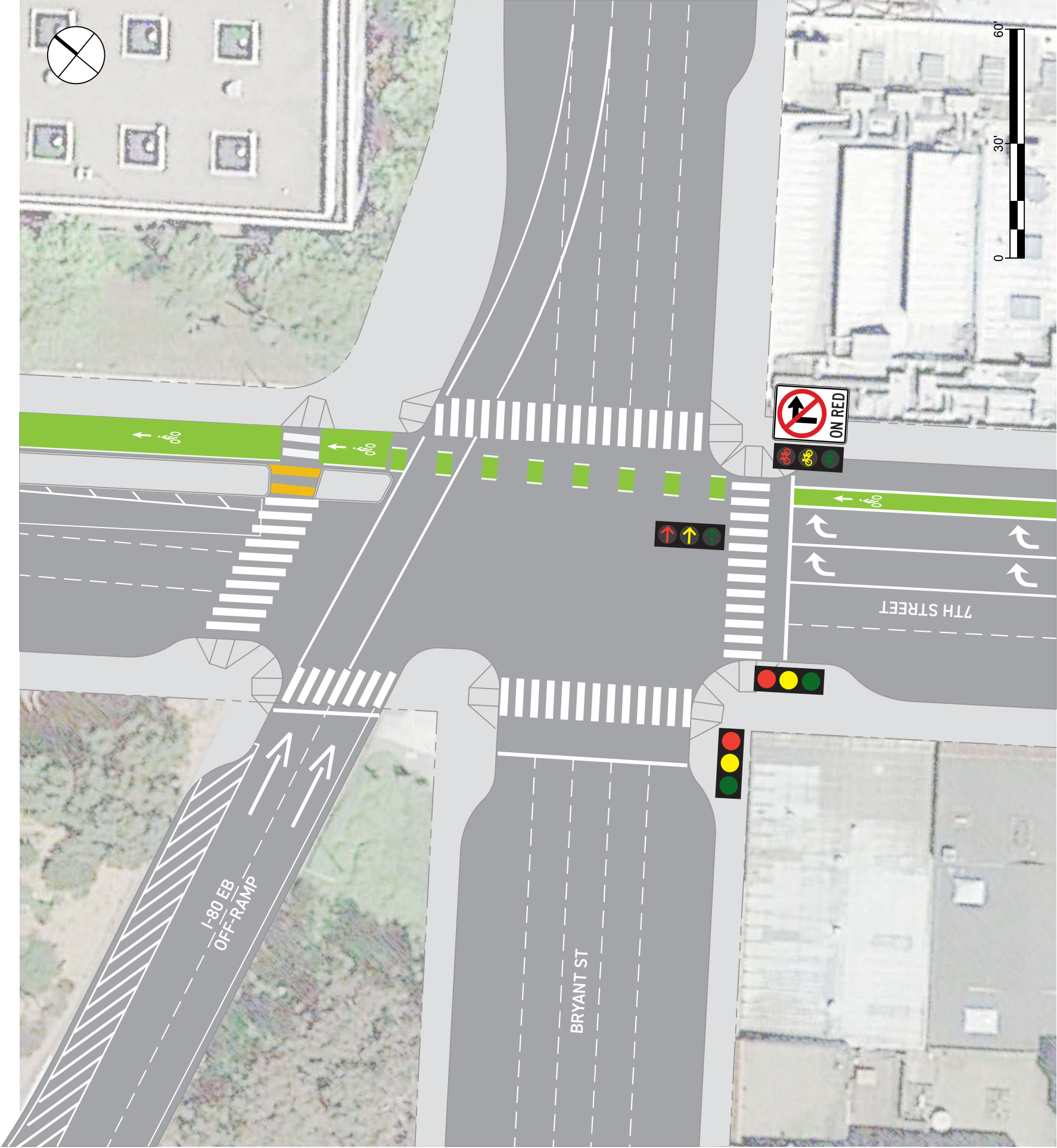
SFMTA 7th Street Bike Lane Project Improvements

- Protected bike lane on 7th Street
- Transit boarding island

SoMa Freeway Ramp Intersection Safety Study Proposals

- Lane reduction from two to one at the I-80 off-ramp approach
- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades
- Recommended improvement will require Caltrans approval and Muni re-route options.





**BRYANT STREET /  
7TH STREET /  
I-80 EB OFF-RAMP**

**NOTES**

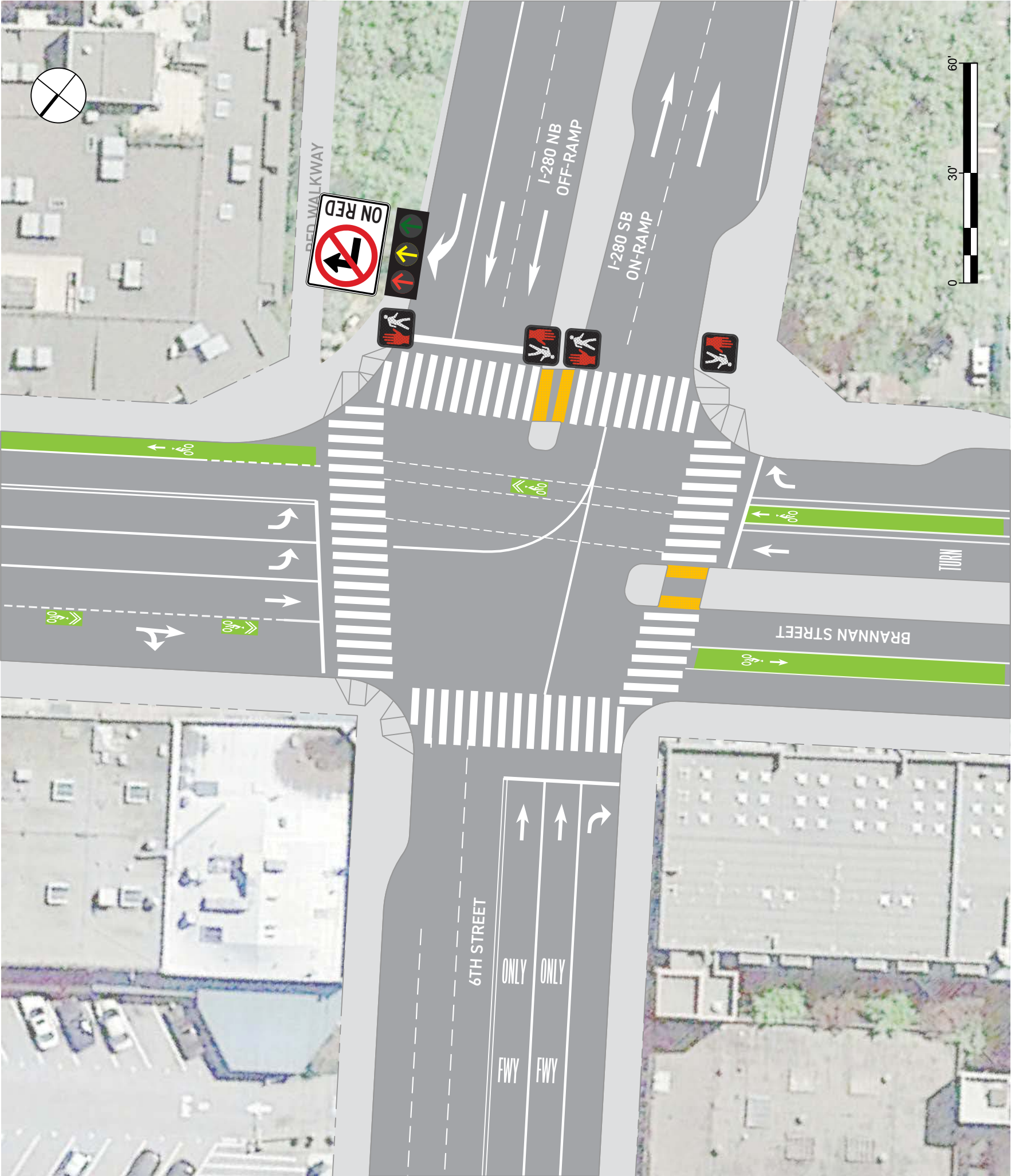
**SFMTA 7th Street Bike Lane Project Improvements**

- Protected bike lane on 7th Street

**SoMa Freeway Ramp Intersection Safety Study Proposals**

- Lane reduction from three to two on the I-80 offramp approach (requires Caltrans approval)
- Bulb-outs and curb ramps
- Crosswalk striping upgrades
- Bus bulb
- Additional traffic signal upgrades
- Additional pedestrian level lighting

BRANNAN STREET /  
6TH STREET /  
I-280 ON/OFF-RAMP



NOTES

SFMTA 6th and Brannan Road Diet Project Improvements

- Road diet and bike lanes on Brannan Street

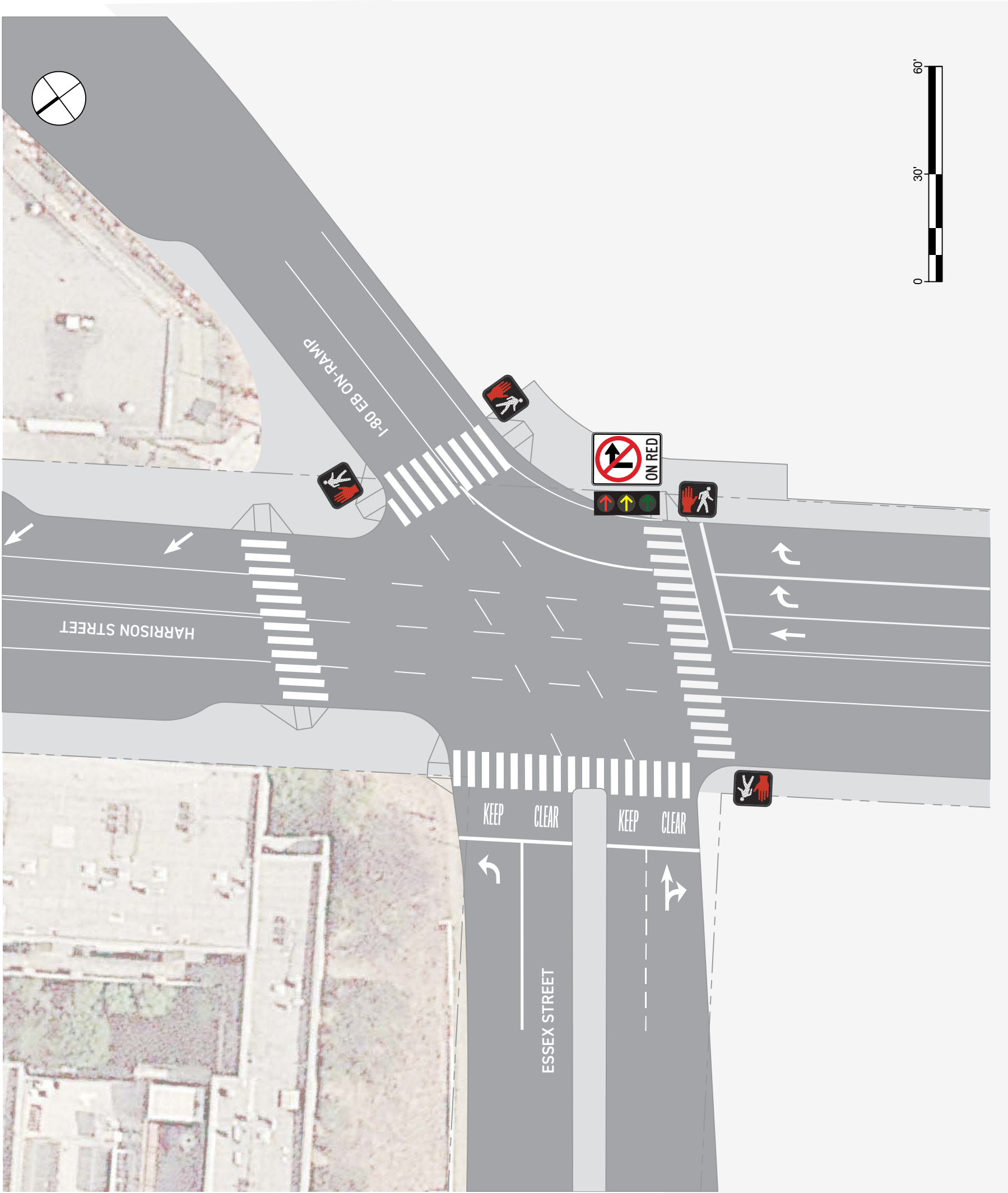
SF Flower Mart Improvements

- Potential sidewalk widening on 6th Street
- Potential bike lane or cycle track on westbound Brannan Street

SoMa Freeway Ramp Intersection Safety Proposals

- Bulb-outs, curb ramps and median refuge islands
- New crosswalk and median refuge island across the I-280 approach
- Protected signal phase for Brannan crosswalk on east side of intersection
- Additional high-visibility crosswalks
- Traffic signal upgrades





# HARRISON STREET / ESSEX STREET / I-80 EB ON-RAMP

## NOTES

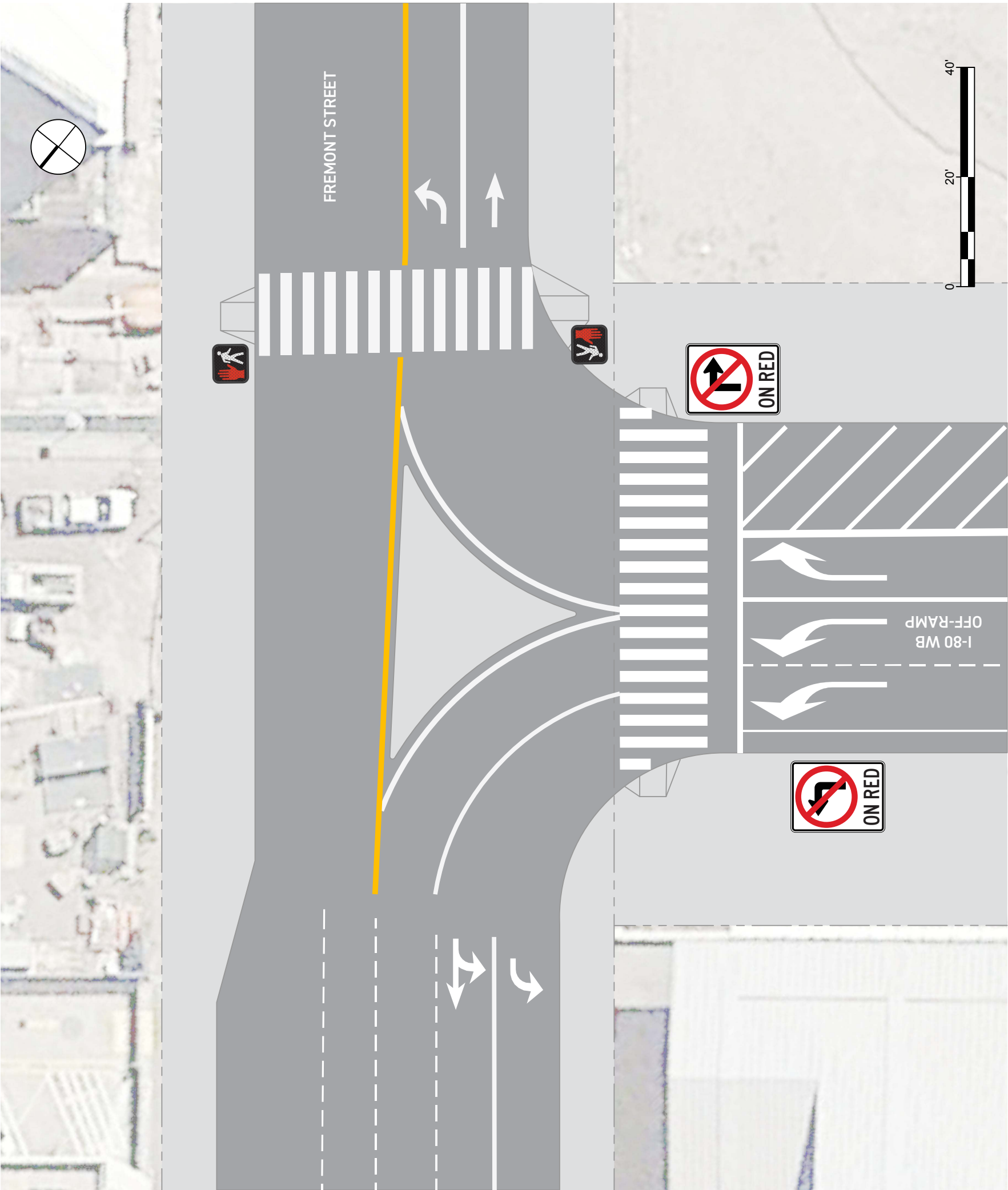
### Improvements by Others

- Bulb-outs on Harrison Street by adjacent developments

### SoMa Freeway Ramp Intersection Safety Study Proposals

- New protected crosswalks across Harrison Street and I-80 On-Ramp
- Bulb-outs and curb ramps
- New sidewalk on south side of Harrison St. west of the intersection
- Additional traffic signal upgrades

FREMONT STREET /  
I-80 WB OFF-RAMP



NOTES

SoMa Freeway Ramp Intersection Safety Study Proposals

- New crosswalk and pedestrian signals across Fremont Street
- Crosswalk striping and curb ramp upgrades
- Raised traffic splitter island



RESOLUTION AMENDING THE SCOPE OF WORK AND SCHEDULE FOR THE DISTRICT 3 NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM PLANNING PROJECT AND REVISING THE NAME FROM THE KEARNY STREET MULTIMODAL IMPLEMENTATION PLAN TO DISTRICT 3 PEDESTRIAN SAFETY IMPROVEMENTS

WHEREAS, In 2015 through approval of Resolution 16-18, the Transportation Authority Board allocated \$100,000 in Prop K local transportation sales tax Neighborhood Transportation Improvement Program (NTIP) planning funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Kearny Street Multimodal Implementation Plan; and

WHEREAS, Following discussions with the District 3 Transportation Authority Commissioner, Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers, the SFMTA submitted a request to change the project name to District 3 Pedestrian Improvements and to amend the scope to reflect community desires to increase pedestrian safety priorities within the project area; and

WHEREAS, As detailed in Attachment 1, the proposed amended scope would focus on planning and design of improvements at the intersections of Kearny/Jackson, Kearny/Washington, and Columbus/Green/Stockton; and implementation of near-term improvements along Kearny Street, pending feasibility analysis, including pedestrian scramble signal timing changes at Kearny/Jackson and Kearny/Washington and removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter; in addition to other potential improvements; and

WHEREAS, The proposed amendments would not change the overall budget, which totals \$100,000 and is entirely funded by the prior Prop K allocation; and

WHEREAS, The proposed revised schedule by task and revised Prop K grant expiration



date are provided in Attachment 1; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended amending the scope of work, schedule and project name as described in Attachment 1, which also includes required deliverables; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the scope of work and schedule for the District 3 NTIP planning project and revises the name from the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements, as detailed in Attachment 1; and be it further

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

Attachment:

1 – Draft Revised Scope, Schedule and Deliverables

**Attachment 1.**  
**District 3 NTIP Project**  
**Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements**

The SFMTA proposes to amend the scope and schedule of the Kearny Street Multimodal Implementation Plan and to rename the project “**District 3 Pedestrian Safety Improvements.**” The updated scope is focused on planning and design of pedestrian safety improvements within District 3 at the intersections of Kearny and Jackson streets, Kearny and Washington streets, and Columbus Avenue at Green and Stockton streets and the implementation of some near-term improvements along Kearny Street pending feasibility analysis. Near-term improvements to be investigated and implemented if feasible include pedestrian scramble signal timing changes at the intersections of Kearny and Jackson streets and Kearny and Washington streets, removal of dual-turn lanes at Kearny Street intersections with Bush, Pine, Post and Sutter streets and bus stop consolidation along Kearny Street between Market Street and Columbus Avenue, pending community input.

This change in scope is recommended following SFMTA’s discussions with the District 3 Supervisor’s Office, Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers. Both Chinatown TRIP and the District 3 Supervisor’s Office have identified pedestrian scrambles at the intersections of Kearny and Jackson streets and Kearny and Washington streets as high priorities. Both the North Beach Neighbors and Telegraph Hill Dwellers have requested a redesign of the intersection of Columbus Avenue at Green and Stockton streets with a focus on improving pedestrian safety and convenience.

The proposed revised task-based scope, including deliverables, schedule dates and budget is summarized below. Attachment 2 provides additional budget detail. The proposed amendment does not change the overall project budget.

<b>Task</b>	<b>Deadline</b>	<b>Deliverables</b>	<b>Cost</b>
1. Analyze options for near-term and long-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington. Near-term options include signal timing and hardware changes that do not require a full traffic signal upgrade.	September 2019	Memo summarizing feasibility of various options, including impacts to transit, and recommendations for preferred near-term option for pedestrian scramble and associated changes to mitigate transit impacts.	\$5K
2. Analyze removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter and bus stop consolidation along Kearny between Market and Columbus.	September 2019	Memo summarizing recommendations.	\$5K
3. Analyze options for improving pedestrian safety and convenience at Columbus/Green/Stockton.	September 2019	Memo summarizing feasibility of various options and recommendations for preferred option including planning-level construction cost estimate.	\$10K

**Attachment 1.**  
**District 3 NTIP Project**  
**Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements**

<b>Task</b>	<b>Deadline</b>	<b>Deliverables</b>	<b>Cost</b>
4. Environmental review and legislation for near-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington (if determined to be feasible in Task 1) and any recommendations for removal of dual-turn lanes and/or bus stop changes (if recommended in Task 2).	November 2019	SFMTA Board of Directors resolution for any necessary parking/traffic legislation.	\$10K
5. Implementation of near-term pedestrian scrambles and associated parking and traffic changes at Kearny/Jackson and Kearny/Washington (if determined to be feasible in Task 1) and any recommendations for removal of dual-turn lanes and/or bus stop changes (if recommended in Task 2 and approved by SFMTA Board).	February 2020	Signal timing and hardware changes for pedestrian scrambles that can be accomplished without a full traffic signal upgrade and striping, sign and curb paint for associated parking/traffic changes.  SFMTA will provide updated signal timing cards, striping drawings and sign plans.	\$40K
6. Preliminary evaluation of pedestrian scrambles at Kearny/Jackson and Kearny/Washington.	August 2020	Memo evaluating safety, transit and traffic operations before and after implementation of pedestrian scrambles.	\$5K
		<b>Total</b>	<b>\$75K</b>

**Deliverables:**

1. Quarterly progress reports shall provide percent complete by task and percent complete for the overall project, in addition to the requirements in described in the Standard Grant Agreement. Quarterly progress reports will be shared with District 3 Supervisor.
2. With the quarterly progress report submitted on October 15, 2019, following completion of Tasks 1, 2, and 3, SFMTA shall provide: Memo summarizing feasibility of various options, including impacts to transit, and recommendations for preferred near-term option for pedestrian scramble and associated changes to mitigate transit impacts; memo summarizing recommendations for removal of dual-turn lanes and bus stop consolidation; and memo summarizing feasibility of various options and recommendations for preferred option including planning-level construction cost estimate for improving pedestrian safety and convenience at Columbus/Green/Stockton.
3. With the quarterly progress report submitted on October 15, 2020, following completion of Task 6, SFMTA shall provide memo evaluating safety, transit and traffic operations before and after implementation of pedestrian scrambles.

**Attachment 1.**  
**District 3 NTIP Project**  
**Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements**

**Revised Grant Expiration Date:**

- Extended from June 30, 2019 to September 30, 2020.



# Memorandum

**Date:** June 26, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy & Programming  
**Subject:** 7/9/19 Board Meeting: Amendment of the District 3 Neighborhood Transportation Improvement Program Planning Project Scope and Schedule

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Amend the District 3 Neighborhood Transportation Improvement Program (NTIP) Planning Project Scope and Schedule</p> <ul style="list-style-type: none"> <li>• Revise the scope and schedule to include planning, design and implementation of recommended near-term safety improvements as described in Attachment 1</li> <li>• Change the project name from Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements</li> </ul> <p><b>SUMMARY</b></p> <p>At the request of Supervisor Peskin, the San Francisco Municipal Transportation Agency (SFMTA) is requesting an amendment to the scope of work for the previously funded District 3 NTIP planning project. The revised scope includes analyzing safety improvements at specific intersections on Kearny and, if feasible, implementing the following recommendations: near-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington; dual-turn lane restrictions and/or bus stop changes on Kearny at Bush, Pine, Post, and Sutter; and bus stop consolidation along Kearny between Market Street and Columbus Avenue. There is no change proposed to the overall budget which totals \$100,000 and is funded entirely by Prop K. The grant expiration date would be extended to September 30, 2020 based on the amended scope.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: Grant Amendment</li> </ul>
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## DISCUSSION

### Background.

In 2015 through approval of Resolution 16-18, the Board allocated \$100,000 in NTIP planning funds to the SFMTA for the Kearny Street Multimodal Implementation Plan. Over the past few years, the SFMTA has been working closely the District 3 Supervisor's Office along with Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers to realign the scope of the project with the pedestrian safety priorities for the

## Agenda Item 8

project area. Approximately \$25,000 of the original allocation has been spent to date for outreach to stakeholders and preliminary traffic analysis for the corridor.

The proposed amended scope for the District 3 Pedestrian Safety Improvements project will now explicitly focus on planning and design of improvements at the intersections of Kearny/Jackson, Kearny/Washington, and Columbus/Green/Stockton. In addition, funds will be used to implement near-term improvements along Kearny Street pending feasibility analysis, including pedestrian scramble signal timing changes at Kearny/Jackson and Kearny/Washington and removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter. Pending community input, the SFMTA may implement bus stop consolidation along Kearny Street between Market Street and Columbus Avenue.

The SFMTA expects to determine the feasibility of various recommendations by September 2019 and with all improvements open for use by February 2020.

### **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted Fiscal Year 2019/20 budget.

### **CAC POSITION**

The CAC considered this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Draft Revised Scope, Schedule, and Deliverables

Attachment 2 – Draft Revised Budget

**Attachment 2.**  
**District 3 Pedestrian Safety Improvements [NTIP]**  
**Draft Revised Budget**

BUDGET SUMMARY BY TASK		
Task	Budget	
1 - Kearny Pedestrian Scramble Analysis (Kearny/Jackson and Kearny/Washington)	\$ 5,000	
2 - Kearny Dual-Turn Lane and Bus Stop Consolidation Analysis	\$ 5,000	
3 - Columbus/Green/Stockton Analysis	\$ 10,000	
4 - Environmental Review and Legislation for Kearny Near-Term Improvements Recommended by Tasks 1-2	\$ 10,000	
5 - Implementation of Kearny Near-Term Improvements Recommended by Tasks 1-2	\$ 40,000	
6 - Evaluation	\$ 5,000	
<b>Total</b>	<b>\$ 75,000</b>	

LABOR COST ESTIMATE FOR PLANNING, DESIGN, ENVIRONMENTAL (TASKS 1-4, 6)					
SFMTA Staff	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer (5201)	120	\$ 50.01	2.71	\$ 135.65	\$ 16,278
Senior Engineer (5211)	10	\$ 88.09	2.71	\$ 238.92	\$ 2,389
Transportation Planner III (5289)	40	\$ 59.06	2.71	\$ 160.20	\$ 6,408
Transportation Planner IV (5290)	40	\$ 70.01	2.71	\$ 189.89	\$ 7,596
Contingency (10%)				\$ 3,267	\$ 3,267
<b>Totals</b>	<b>210.00</b>				<b>\$ 35,938</b>

LABOR COST ESTIMATE FOR CONSTRUCTION (TASK 5)					
SFMTA Staff	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer (5201)	24	\$ 50.01	2.71	\$ 135.65	\$ 3,256
Senior Engineer (5211)	2	\$ 88.09	2.71	\$ 238.92	\$ 478
Traffic Signal Electrician (9145)	80	\$ 59.55	2.71	\$ 161.52	\$ 12,921
Traffic Signal Electrician Supervisor (9147)	20	\$ 66.89	2.71	\$ 181.42	\$ 3,628
Contingency (10%)					\$ 2,028
<b>Totals</b>	<b>100.00</b>				<b>\$ 22,312</b>

MATERIAL COST ESTIMATE FOR CONSTRUCTION (TASK 5)				
Item	Unit	Quantity	Unit Cost	Total
Pedestrian scramble	Intersection	2	\$ 5,000	\$ 10,000
Dual-turn lane reconfiguration	Intersection	4	\$ 1,000	\$ 4,000
Bus stop relocation	Each	2	\$ 1,000	\$ 2,000
Contingency (10%)				\$ 1,600
<b>Totals</b>				<b>\$ 17,600</b>
<b>GRAND TOTAL</b>				<b>\$ 75,849</b>



RESOLUTION APPROVING SAN FRANCISCO'S GOALS FOR PLAN BAY AREA 2050  
AND SAN FRANCISCO'S PLAN BAY AREA 2050 REGIONALLY-SIGNIFICANT  
PROJECTS LIST

WHEREAS, Every four years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy to guide the region's long-term transportation investments and establish land-use priorities across all nine Bay Area counties; and

WHEREAS, This cycle the plan under development is known as Plan Bay Area (PBA) 2050; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for providing San Francisco's input into PBA 2050, drawing upon the San Francisco Transportation Plan (SFTP), in coordination with local transportation agencies and regional transit providers; and

WHEREAS, Transportation Authority staff, guided by the 2017 SFTP, other key city policies such as the City's long-standing Transit First and Vision Zero policies, the ongoing ConnectSF process, and input from other City agencies and San Francisco MTC Commissioners, developed the goals shown in Attachment 1 to guide the Transportation Authority's PBA 2050 advocacy through the plan's adoption in mid-2021; and

WHEREAS, Inclusion in the financially constrained portion of PBA 2050, either as an individual project listing or by inclusion in a programmatic category, is mandatory for all projects seeking state or federal funds or a federal action; and

WHEREAS, MTC/ABAG is developing the ultimate financially constrained list of transportation investments in PBA 2050 through an incremental process that identifies a range of



transportation priorities, including transit and road state of good repair needs assessments, the list of Transformative Projects that were submitted to MTC/ABAG in mid-2018 (Attachment 2), and locally-nominated lists of projects and programmatic categories; and

WHEREAS, In March 2019, MTC released guidance asking CMAs to develop and submit a list of regionally-significant projects to be considered for inclusion in PBA 2050 by July 2019; and

WHEREAS, On April 16, 2019, the Transportation Authority issued a request for public agencies to submit regionally-significant projects in San Francisco to be considered for inclusion in PBA 2050; and

WHEREAS, For this purpose, MTC/ABAG has defined a regionally-significant project as one that costs more than \$250 million and/or changes the capacity of a major transit facility or roadway, such as a rail extension, a new bus rapid transit project, or new high occupancy vehicle lanes on a freeway; and

WHEREAS, Attachment 3 lists the regionally significant projects submitted in response to this request that are specifically required to be included in PBA 2050 as an individual project per MTC's guidance, the majority of which are updates to projects from the prior PBA adopted in 2017; and

WHEREAS, Most transportation projects in San Francisco and the region do not need to be listed as stand-alone projects and are instead grouped into programmatic categories (see Attachment 4), which allows flexibility to accommodate new priorities, to advance projects through preliminary engineering, and to absorb unexpected cost increases that may arise between PBA updates; and

WHEREAS, The regionally-significant projects, along with the aforementioned transformative projects, will be subject to project performance evaluation by MTC/ABAG; and

WHEREAS, In the fall, each CMA will be assigned a financially constrained target and asked to develop a comprehensive list of projects and programs (including state of good repair needs,

regionally-significant projects, and other programmatic needs) for inclusion in the financially constrained transportation investment strategy for PBA 2050, which will consider the project performance evaluation results and other PBA goals and targets; and

WHEREAS, Guided by San Francisco's PBA 2050 goals, Transportation Authority staff will work with MTC/ABAG, project sponsors, and other stakeholders to develop a comprehensive list of county priorities within the financially constrained target that will be provided by MTC/ABAG, and will bring that list to the Transportation Authority Board for approval this fall; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee was briefed on the proposed goals and regionally-significant projects list for PBA 2050 and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves the attached goals and regionally-significant projects list for PBA 2050; and be it further

RESOLVED, That the Executive Director is authorized to submit the list of regionally-significant projects to MTC/ABAG.

Attachments (4):

Attachment 1 – PBA 2050 Goals for San Francisco

Attachment 2 – MTC/ABAG Transformative Projects List, March 2019

Attachment 3 – Regionally-Significant Projects List for San Francisco

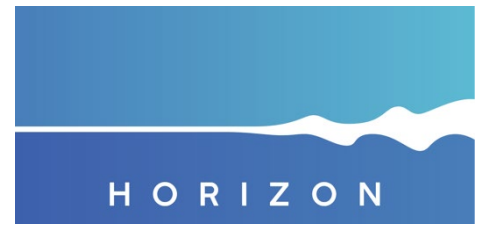
Attachment 4 – Programmatic Categories List for San Francisco

**Attachment 1.**  
**Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)**

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	<p>Projects need to be included in PBA 2050 if they:</p> <ul style="list-style-type: none"> <li>• Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted</li> <li>• Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)</li> </ul>
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the “Big 3 Cities” accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	<ul style="list-style-type: none"> <li>• BART Core Capacity</li> <li>• Better Market Street</li> <li>• Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center</li> <li>• Downtown Rail Extension</li> <li>• Geary BRT</li> <li>• Muni fleet and facilities expansion</li> <li>• Muni Forward</li> <li>• Vision Zero (support eligibility for MTC fund programs)</li> <li>• Placeholders for transit expansion planning (e.g. west side rail, 19<sup>th</sup> Avenue/M-Line, Central Subway extension, etc.)</li> </ul>
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	<ul style="list-style-type: none"> <li>• Regional transportation measure(s)</li> <li>• Regional housing measure(s)</li> <li>• State road user charge (monitor pilots)</li> <li>• Federal surface transportation bill</li> </ul>
5. Support performance-based decision-making	<ul style="list-style-type: none"> <li>• Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled</li> <li>• Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues</li> <li>• Advocate for discretionary funds for high-performing and regionally significant San Francisco projects</li> </ul>
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> <li>• Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth</li> <li>• Advocate for more funds to support Priority Development Area planning</li> </ul>

**Attachment 1.**  
**Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)**

Goals	Notes
	<ul style="list-style-type: none"> <li>Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment</li> </ul>
7. Focus on equity	<ul style="list-style-type: none"> <li><b>Access to transportation</b> – Late Night Transportation Study, Prosperity Plan</li> <li><b>Affordability</b> – MTC Means-Based Pilot, BART university pass/discount</li> <li><b>Communities of Concern</b> – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program</li> <li><b>Housing/Displacement</b> – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement</li> <li><b>Vision Zero</b> – SFTP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.</li> </ul>
8. Support comprehensive, multimodal planning for the region's network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	<ul style="list-style-type: none"> <li>Sea level rise/adaption</li> <li>Economic performance and access to jobs</li> </ul>

PROJECT PERFORMANCE  
ASSESSMENT

## Draft List of Transportation Projects (Total: 91+ Projects)

A. Uncommitted Major Projects from Plan Bay Area 2040 (>\$250 million)			30 Projects
Local & Express Bus	1	AC Transit Local Service Frequency Increase	
	2	Sonoma Countywide Service Frequency Increase	
	3	Muni Forward + Service Frequency Increase	
Bus Rapid Transit (BRT)	4	San Pablo BRT	
	5	Geary BRT (Phase 2)	
	6	El Camino Real BRT	
BART	7	BART Core Capacity	
	8	BART DMU to Brentwood	
	9	BART to Silicon Valley (Phase 2)	
Commuter Rail	10	Caltrain Downtown Extension	
	11	Caltrain Full Electrification and Blended System <sup>1</sup>	
	12	SMART to Cloverdale	
Light Rail (LRT)	13	Downtown San Jose LRT Subway	
	14	San Jose Airport People Mover	
	15	Vasona LRT (Phase 2)	
	16	Eastridge LRT	
Ferry	17	WETA Service Frequency Increase	
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)	
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)	
	20	SR-152 Realignment and Tolling	
	21	Downtown San Francisco Congestion Pricing	
	22	Treasure Island Congestion Pricing	
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)	
	24	SR-4 Operational Improvements	
	25	SR-4 Widening (Brentwood to Discovery Bay)	
	26	SR-239 Widening	
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)	
Other	28	Bay Bridge West Span Bike Path	
	29	Bay Area Forward (Phase 1)	
	30	Better Market Street	

1. High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures.



B. Transformative Projects from Public Agencies (>\$1 billion)			35 Projects
Local, Express Bus and BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors <sup>2</sup>	*
BART	34	BART on I-680	*
	35	BART to Cupertino	*
	36	BART to Gilroy	
	37	BART Gap Closure (Millbrae to Silicon Valley)	*
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System <sup>1</sup>	
	39	Caltrain Grade Separation Program	
	40	SMART to Solano	
	41	Dumbarton Rail (Redwood City to Union City)	*
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)	
	43	Valley Link (Dublin to San Joaquin Valley)	
	44	Megaregional Rail Network + Resilience Project <sup>2</sup>	*
Light Rail (LRT)	45	Muni Metro Southwest Subway	*
	46	Muni Metro to South San Francisco	*
	47	Fremont-Newark LRT	
	48	SR-85 LRT	
	49	VTa North San Jose LRT Subway	
	50	VTa LRT Systemwide Grade Separation	
	51	VTa LRT Systemwide Grade Separation and Full Automation	
	52	VTa LRT Systemwide Grade Separation and Network Expansion <sup>2</sup>	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project <sup>2</sup>	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules <sup>2</sup>	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) <sup>2</sup>	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 <sup>2</sup>	*
	58	San Francisco Freeway GP-to-HOT Lane Conversions	*
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement	
	60	Webster/Posey Tube Replacements	
	61	SR-87 Tunnel	
Other	62	Oakland/Alameda Gondola Network	
	63	Contra Costa Autonomous Shuttle Program	*
	64	Mountain View Autonomous Vehicle Network	*
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	*

\* Submitted by member of public/NGO as well (either partially or fully)

2. Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.



C. Transformative Projects from Individual/NGOs (>\$1 billion)			6 Projects
<b>Jury Selected</b>  <i>Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.</i>	66	Optimized Express Lane Network + Regional Express Bus Network	
	67	Bus Rapid Transit (BRT) on All Bridges	
	68	SMART to Richmond via New Richmond-San Rafael Bridge	
	69	I-80 Corridor Overhaul	
	70	Regional Bicycle Superhighway Network	**
	71	Bay Trail Completion	**
D. Transformative Operational Strategies			6 Projects
<b>Jury Selected</b>	72	Integrated Transit Fare System	
	73	Free Transit	
	74	Higher-Occupancy HOV Lanes	
	75	Demand-Based Tolls on All Highways	
	76	Reversible Lanes on Congested Bridges and Freeways	
	77	Freight Delivery Timing Regulation	
E. Transbay Crossing Projects ***			7 Projects
<b>Crossings</b>	78	Bay crossing project #1	
	79	Bay crossing project #2	
	80	Bay crossing project #3	
	81	Bay crossing project #4	
	82	Bay crossing project #5	
	83	Bay crossing project #6	
	84	Bay crossing project #7	
F. Resilience Projects			7 Projects
<b>Earthquakes</b>	85	BART Caldecott Tunnel Resilience Project	
<b>Sea Level Rise</b>	86	I-580/US-101 Marin Resilience Project	
	87	US-101 Peninsula Resilience Project	
	88	SR-237 Resilience Project	
	89	Dumbarton Bridge Resilience Project	
	90	I-880 Resilience Project	
	91	VTA LRT Resilience Project	
G. Other Major Projects (from Request for Regionally Significant Projects) #			x Projects
	92	Other major project #1	
	93	Other major project #2	
	94	Other major project #3	
	95	Other major project #4	
	96	Other major project #5	
	97	Other major project #6	
	98	Other major project #7 ...	





*\*\* While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.*

*\*\*\* Bay crossing projects are still being defined as part of Horizon Perspective Paper #4 - Bay Crossings - in collaboration with regional and local partner agencies.*

*# A handful of additional projects not previously assessed in Plan Bay Area 2040, costing between \$250 million and \$1 billion, are likely to be submitted for evaluation between March-June 2019 via the Request for Regionally Significant Projects.*

*This list was last updated on March 11, 2019.*



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Draft San Francisco's Regionally-Significant Projects for PBA 2050



	PBA 2050 Regionally-Significant Project Names	Project Sponsor	Project Description	Total Cost (\$millions)*	First Year Construction	First Year Operations / Open for Use
1	Expand SFMTA Transit Fleet - LRV	SFMTA	This project entails additional expansion of the SFMTA light rail vehicle fleet, beyond the currently wrapping up 68-car expansion. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles. Includes the purchase of 45 expansion light vehicles.	\$ 204.3	2026	2029
2	Expand SFMTA Transit Fleet - Buses	SFMTA	This project entails future expansion of the SFMTA bus fleet. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan, as well as operational changes needed for a 100% electric fleet. Cost presented includes expansion vehicles only.	\$ 259.5	2020	2029
3	Expand SFMTA Transit Fleet - Facilities	SFMTA	This project entails future expansion of the SFMTA transit facilities to house and maintain transit expansion vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities. Cost represents only expanded facilities capacity, above and beyond replacement of existing capacity.	\$ 293.0	2022	2024
4	Geneva-Harney Bus Rapid Transit	SFMTA	Initial Phase (east of Bayshore/Arieta): Provides exclusive bus lanes, transit signal priority, and high-quality stations along Tunnel Avenue, Beatty Avenue, Alana Way, Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center.  Future Phase (west of Bayshore/Arieta): Continuation of exclusive bus lanes, transit signal priority, and high-quality stations west to Santos St., connecting with Muni Forward transit priority improvements. This near-term alternative does not rely on the full extension of Geneva Avenue across US 101 to Harney Way.  The project includes pedestrian and bicycle improvements in support of Vision Zero.	\$ 68.1	2022	2024
5	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	\$ 68.9	2026	2030
6	Parkmerced Transportation Improvements	SFMTA	Implements transportation improvements for the Parkmerced development including enhanced transit service, pedestrian and bicycle facilities, intersection improvements, parking management, carshare and bikehare stations, and TDM measures such as transit subsidies. The private developer is primarily responsible for design, build, and funding of transportation improvements. Construction phasing is expected to take 20-25 years to complete, with anticipated start of construction in 2019. Project area is generally bounded by 19th Ave & Junipero Serra to the east, Lake Merced Blvd to the west, Holloway Ave to the north, Brotherhood Way to the south.	\$ 99.0	2019	2022
7	Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	\$ 225.2	2016	2021
8	Establish new ferry terminal at Mission Bay 16th Street	Port of SF	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods. Project located on the San Francisco Bay adjacent to the intersection of Terry Francois Blvd. and 16th Street.	\$ 45.7	2019	2021
9	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA	A redesign of Alemany Boulevard from approximately the St. Mary's Park Footbridge in the west to the 101/280 interchange in the east, and the relocation of the 101 off-ramp.	\$ 250.0	2025	2027
10	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	This project would study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	\$ 6.0	2021	2022
11	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	\$ 20.5	2021	2022

\*Project costs are displayed in millions of year-of-expenditure dollars.

Draft San Francisco's Regionally-Significant Projects for PBA 2050



#	PBA 2050 Regionally-Significant Project Names	Project Sponsor	Project Description	Total Cost (\$millions)*	First Year Construction	First Year Operations / Open for Use
12	Regional/Local Express Bus to Support Express Lanes in SF	SFCTA	Includes additional service on the 14X, 8BX, new express service from San Mateo to Hunter Point, and three San Mateo Express Bus routes.	\$ 946.2	2025	2026
13	San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night bus service.	\$ 146.0	n/a	2025
14	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge, including approach roadways; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	\$ 286.5	2013	2023
15	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.	\$ 268.5	2021	2034
16	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	\$ 501.0	2021	2034

\*Project costs are displayed in millions of year-of-expenditure dollars.

## Draft San Francisco Programmatic Categories for PBA 2050



**San Francisco  
County Transportation  
Authority**

Programmatic Categories		Example projects
1	Bicycle and Pedestrian Program	new and extended bike and pedestrian facilities, such as quick-build projects, Taylor Street and Valencia Street Long-Term Improvements
2	Intersection Improvements	intersection signalization
3	Local Road Preservation and Rehabilitation	pavement resurfacing and/or rehabilitation, emergency repair, bike/pedestrian facilities rehabilitation
4	Management Systems	signal coordination, transit management systems, communications systems
5	Minor Freight Improvements	improvements to freight terminals
6	Minor Highway Improvements	minor extensions (less than 1/4 mile) and interchange modifications without additional capacity (such as Vision Zero Ramps)
7	Minor Roadway Expansions	minor local road extensions or new lanes less than 1/4 mile
8	Minor Transit Improvements	bus shelters, landscaping, bus bulbs, alternative fuel transit vehicles and facilities
9	Multimodal Streetscape Improvements	landscaping, lighting, parking realignment, ADA compliance
10	Planning and Research	Southeast San Francisco Caltrain Station Relocation Planning and Environmental Analysis, PDA planning, community-based planning, emerging mobility research and studies
11	Routine Operations & Maintenance	transit operations, local streets and roads operations
12	Safety and Security	Safe Routes to School projects and programs, lighting improvements, transit safety projects
13	Transit Core Capacity Implementation Planning	Second Transbay Tube Planning, other planning efforts related to MTC's Transit Core Capacity Study
14	Transit Corridors Long-Range Planning	planning and environmental studies for West Side Rail Study, Central Subway Extension, Pennsylvania Alignment, 19th/M-line Subway
15	Transit Preservation and Rehabilitation	vehicle maintenance, facility maintenance
16	Travel Demand Management and Climate Program	BART Perks, alternative fuel vehicles and facilities



# Memorandum

**Date:** June 28, 2019  
**To:** Transportation Authority Board  
**From:** Maria Lombardo – Chief Deputy Director  
**Subject:** 07/09/19 Board Meeting: Approval of San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Plan Bay Area 2050 Regionally-Significant Projects List

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Approve San Francisco’s Goals for Plan Bay Area (PBA) 2050</li> <li>• Approve San Francisco’s PBA 2050 Regionally-Significant Projects List</li> </ul> <p><b>SUMMARY</b></p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority must submit a list of San Francisco’s transportation priorities for inclusion in PBA 2050. The Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have established a multi-step process which collects input on different types of projects at different times in the PBA 2050 development process. At the end of that process, the CMAs will be asked to provide a final set of financially-constrained project priorities for inclusion in PBA 2050. As part of this phase, MTC/ABAG has requested that the CMAs identify regionally-significant projects and submit them with a board resolution by July 2019.</p> <p>We are requesting approval of a set of goals (Attachment 3), shared with the Board last month, to guide our staff work on PBA 2050. We are also requesting approval of San Francisco’s list of regionally-significant projects, listed in Attachment 4, in order to meet MTC’s June 30 deadline. It is important to emphasize that the regionally significant projects have a very specific definition for MTC/ABAG purposes (e.g. capturing projects that require air quality conformity analysis) and represent just a small portion of San Francisco’s transportation project needs.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input checked="" type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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## DISCUSSION

### Background.

We last provided an update on PBA 2050 to the Transportation Authority Board at the May 21, 2019 meeting. Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region’s long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040.

PBA must establish a strategy to meet the region's greenhouse gas emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other requirements. For the last 16 months, MTC/ABAG staff have been working on Horizon, a broadly scoped planning effort that explores how economic, environmental, technological, and political uncertainties may create new challenges for the Bay Area over the coming decade, which will inform the transportation and land use decisions in PBA 2050.

As the CMA for San Francisco, the Transportation Authority is responsible for providing San Francisco's input into PBA 2050, drawing upon the San Francisco Transportation Plan, in coordination with local transportation agencies and regional transit providers. Consistency with PBA is important from a very practical project development perspective, as well: it is a requirement to receive state and federal funds and certain federal approvals such as a Record of Decision for an environmental document.

According to the most recent schedule, shown in Attachment 1, MTC/ABAG are planning to officially launch PBA 2050 in September. Important MTC/ABAG actions anticipated in late 2019 and early 2020 include:

- **Adopt PBA 2050 Vision, Goals and Targets:** For PBA 2040, a series of thirteen goals and targets were established ranging from housing affordability to greenhouse gas emissions reductions. We expect to see a similar range of goal areas and targets set for this plan.
- **Update the regional growth framework:** MTC/ABAG established Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the first PBA adopted in 2013. Under the PDA program, jurisdictions that met certain planning and transit standards agreed to accept more growth in exchange for being prioritized for certain fund programs (e.g. the One Bay Area Grant program). MTC/ABAG recently adopted revised guidelines for these geographies, expanding PDA eligibility to communities that may not yet have robust transit options, in order to encourage housing growth across the entire region. They also established a new geography, Priority Production Areas (PPAs), which are focused on manufacturing and warehousing zoning as vehicles of economic development. MTC/ABAG will be asking local cities to submit proposals for PDAs, PCAs, and PPAs this summer. If they do not receive sufficient PDA applications to accommodate the region's housing and jobs allocation, MTC/ABAG staff may recommend expanding the housing growth framework beyond these locally-nominated PDAs, given the urgency of region's affordable housing crisis.
- **Approve list of transportation investments and programs:** The Horizon process's project performance assessment will inform the prioritization of major transportation projects (over \$250 million) for inclusion in PBA 2050. The ultimate financially constrained list of transportation investments is being developed through an incremental process that identifies a range of other transportation priorities in addition to the subject regionally-significant projects request, as shown in the graphic below.

## Developing the Transportation Investment Strategy for PBA 2050



The region's Transformative Projects, shown in Attachment 2, were submitted last year by public agencies and members of the public and are already being analyzed by MTC/ABAG staff. Cities, counties and transit agencies across the region are currently preparing information about their state of good repair needs, including transit operations and maintenance. Our draft proposal for San Francisco's regionally-significant projects and programmatic categories is described below and detailed in Attachments 4 and 5.

Considering inputs from all of these processes, we will develop a final list of San Francisco financially constrained project and program priorities later in 2019, after receiving a detailed estimate of how much revenue we can expect for transportation projects in the plan period. After working with our agency partners and our MTC/ABAG representatives to align project priorities with the funding available, we will seek input and approval from the CAC and the Transportation Authority Board prior to the anticipated approval actions at the regional agencies.

### Establishing San Francisco's Goals for PBA 2050.

Our approach to PBA 2050 is informed by the 2017 San Francisco Transportation Plan; other adopted plans such as the San Francisco Municipal Transportation Agency's (SFMTA's) Capital Improvement Program; key city policies such as the City's long-standing Transit First and Vision Zero policies; and the ongoing ConnectSF process through which we are partnering with the SFMTA and the Planning Department to update the San Francisco Transportation Plan in parallel with the PBA 2050 update.

Attachment 3 outlines our proposed goals to guide staff work on all facets of PBA 2050. These are largely consistent with the goals adopted for PBA 2040 but are revised to reflect a stronger focus on equity. We presented a draft of these goals to the Transportation Authority Board in May, and based on input we received from partner agencies, strengthened the reference to Vision Zero, but otherwise made no changes.



### **San Francisco's Regionally-Significant Projects and Programmatic Categories.**

On April 16, 2019, we released a request for public agencies to submit regionally-significant projects in San Francisco to be considered for inclusion in PBA 2050. For this purpose, MTC/ABAG has defined a regionally-significant project as one that costs more than \$250 million and/or changes the capacity of a major transit facility or roadway, such as a rail extension, a new bus rapid transit project, or new high occupancy vehicle lanes on a freeway.

Attachment 4 lists the projects submitted to the Transportation Authority for this call. The majority of these projects are updates to projects from Plan Bay Area 2040. In parallel with this effort, the multi-agency ConnectSF process has been seeking input from the public on transportation needs and priorities via their web-based maps platform and will be engaging in other forms of outreach over the coming months. In general, entirely new project ideas generated by members of the public or public agencies will be vetted through the ConnectSF and the San Francisco Transportation Plan update processes before they are incorporated into PBA. As a result, this list focuses on projects that have already received substantial public vetting and have been prioritized through other planning efforts.

Given MTC/ABAG's definition of what it means to be regionally-significant, most transportation projects in San Francisco do not need to be listed as stand-alone projects, but would be covered by programmatic categories. Our draft list of programmatic categories in Attachment 5 includes groupings such as:

- Bike and pedestrian infrastructure and maintenance
- Road diets that include safety improvements
- Planning and engineering work for future transit or roadway projects
- Routine maintenance and operations of existing systems

Grouping as many projects as possible into programmatic categories allows flexibility to accommodate new priorities that may arise between PBA updates, as well as to deal with unexpected cost increases while keeping within San Francisco's financially constrained target. Therefore, the attached list of regionally-significant projects only includes projects that are specifically required to be named per MTC/ABAG's guidance. Even if a new priority arises in the future that would qualify as a regionally-significant project under MTC/ABAG's definition, planning and environmental design work could proceed under one of the programmatic categories we are proposing until the next PBA is adopted in 2025.

### **NEXT STEPS**

MTC/ABAG will be conducting a project performance evaluation of regionally-significant projects through the end of 2019 that will inform a detailed alternatives analysis and an investment trade-off discussion in late 2019 or early 2020. The CMAs will be asked to provide a comprehensive list of county priorities (including state of good repair, regionally-significant projects, and other programmatic needs) within a financially constrained target this coming winter. MTC/ABAG has indicated that there will be ongoing opportunities for discussions about investment priorities, leading to the identification of a preferred land use and transportation scenario for PBA 2050 in Spring 2020.

## Agenda Item 9

Throughout the PBA 2050 process, we will continue to work with the Transportation Authority Board, CAC, our MTC/ABAG representatives, project sponsors, and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities in PBA 2050.

**FINANCIAL IMPACT**

None.

**CAC POSITION**

The CAC will be briefed on this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – MTC/ABAG Horizon and PBA 2050 Schedule, as of June 14, 2019

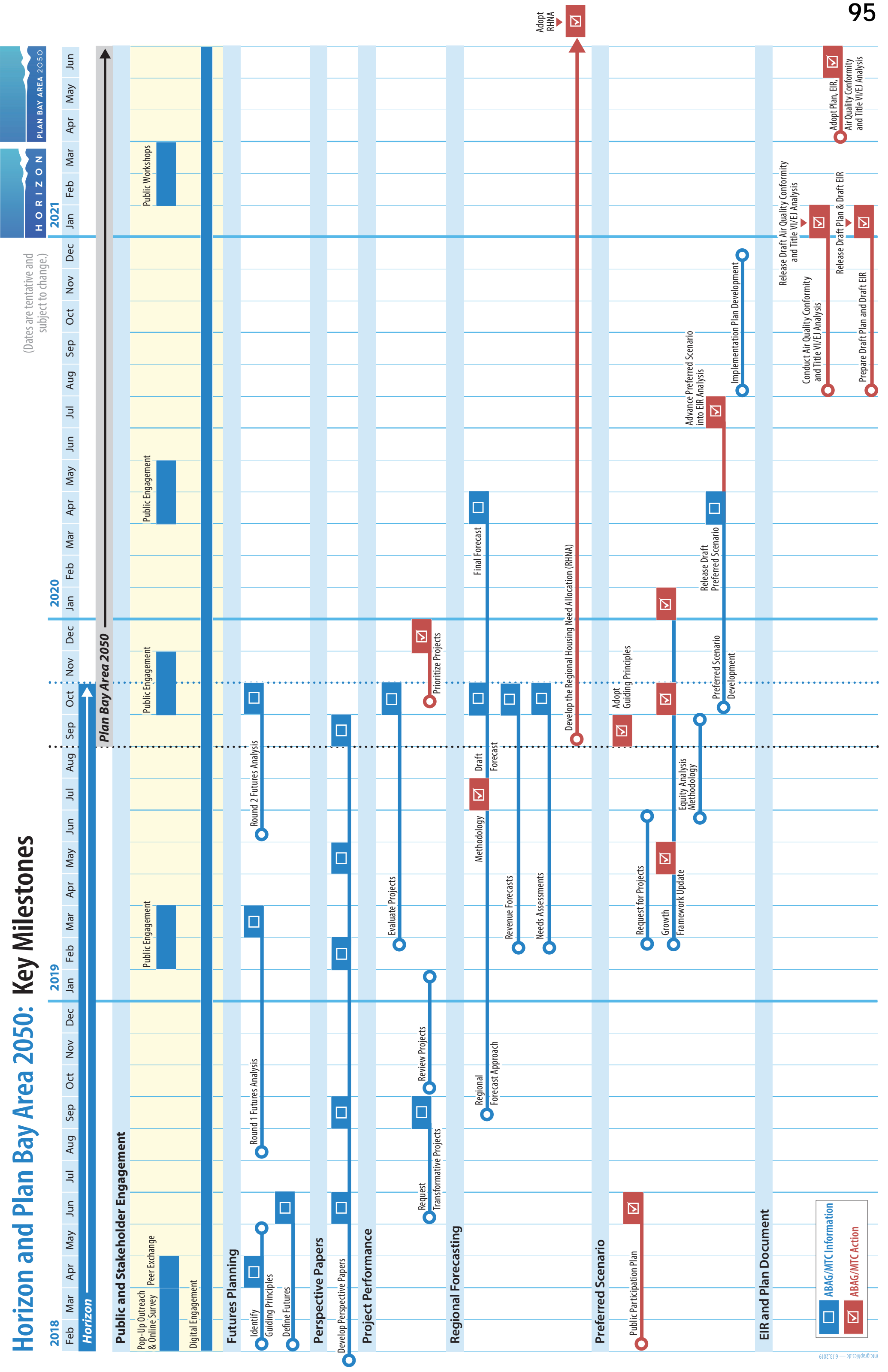
Attachment 2 – MTC/ABAG Transformative Projects List, March 2019

Attachment 3 – Draft PBA 2050 Goals for San Francisco

Attachment 4 – Draft Regionally-Significant Projects List for San Francisco

Attachment 5 – Draft Programmatic Categories List for San Francisco

# Horizon and Plan Bay Area 2050: Key Milestones





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RESOLUTION AWARDING THREE YEAR PROFESSIONAL SERVICES CONTRACTS, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS, TO NOSSAMAN LLP; MEYERS NAVE RIBACK SILVER & WILSON; AND WENDEL, ROSEN, BLACK & DEAN LLP; IN A COMBINED AMOUNT NOT TO EXCEED \$1,000,000 FOR ON-CALL GENERAL LEGAL COUNSEL SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is seeking professional services of legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services; and

WHEREAS, The Transportation Authority has a need for broad and deep access to specialized transportation legal services given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority's and Treasure Island Mobility Management Agency's (TIMMA's) work programs, as well as occasional conflicts of interest or availability that arise for specific efforts; and

WHEREAS, Staff propose to contract with multiple legal firms which will enable the Transportation Authority and TIMMA to enlist the services of a broad range of legal consultants on an on-call, as-needed basis; and

WHEREAS, On May 7, 2019, the Transportation Authority and TIMMA issued a joint Request for Qualifications (RFQ) for on-call general legal counsel services to support the Transportation Authority's and TIMMA's work programs over the next three years; and

WHEREAS, The Transportation Authority received six statements of qualifications in response to the RFQ by the due date of June 6, 2019; and



WHEREAS, A selection panel comprised of Transportation Authority staff evaluated the statements of qualifications based on qualifications and other criteria identified in the RFQ, and interviewed the three top-ranked firms on June 19, 2019; and

WHEREAS, Based on the competitive selection process defined in the RFQ evaluation criteria, the selection panel recommended awarding contracts to the three highest-ranked firms of Nossaman LLP; Meyers Nave Riback Silver & Wilson; and Wendel, Rosen, Black & Dean LLP; and

WHEREAS, The selection panel recommended that the Transportation Authority and TIMMA both award contracts to the same three firms, as both agencies share legal resources, which will enhance staff efficiency in issuing task orders and supporting project needs; and

WHEREAS, The Transportation Authority's portion of the scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year 2019/20 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 professional services contracts will be funded by a combination of federal and/or state grants from the California Department of Transportation and the Metropolitan Transportation Commission, local agency contributions, and Prop K sales tax funds; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards three-year professional services contracts, with an option to extend for two additional one-year periods, to Nossaman LLP; Meyers Nave Riback Silver & Wilson; and Wendel, Rosen, Black & Dean LLP; in a combined amount not to exceed \$1,000,000 for on-call general legal counsel 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. Scope of Services

Attachment 1  
Scope of Services

The Transportation Authority is seeking the services of legal firms experienced in matters related to the operation of public entities. The below example task types are representative of needs in the coming three years – additional undetermined task types are anticipated to be needed and not all task types listed below will necessarily be produced under these contracts. The Transportation Authority may assign tasks on these qualifications as well as capabilities, experience, availability, and conflicts of interests, if any. Contractors are not guaranteed a task under these contracts.

**Task Types:**

1. **Parliamentary Procedure and Rules for Transportation Authority Board and Citizens Advisory Committee.** Attendance at board and committee meetings and consultation on Rules of Order, Ralph M. Brown Act, Administrative Code, City and County of San Francisco Elections Code, San Francisco Sunshine Ordinance, and conflict of interest issues. Contractor will be expected to attend the monthly meetings of the Transportation Authority Board and Committees.
2. **Administration. Personnel:** As needed, advise regarding all labor-related issues such as benefits, hiring, discipline, termination, and review of internal policies and procedures. **Contracts:** As needed, review and/or draft legal documents including procurements, contracts, specifications, and standard grant agreements, including necessary legal opinions on restrictions, revisions, claims, default liability, protests and appeals. **Public Records Act:** As needed, advise on public records requests regarding scope of request, reviewing records, and approach to retrieving/releasing records.
3. **Financial.** Assist in the review of financial, budgetary and debt program matters, including developing opinions on debt issuance documents and offering memoranda, financial presentations, representations and audit documents, and review of investment, debt and fiscal policies.
4. **Sales Tax (Proposition K) and Vehicle Registration Fee (Proposition AA) Administration.** Address questions regarding the validity, collection, administration and use of sales tax and vehicle registration fee revenues. Assist with the Transportation Authority Strategic Plan funding requirements, categories and subcategories, requirements applicable to the Transportation Authority and sponsoring agencies; reimbursement eligibility; applicability of environmental and other state or federal requirements; and the like.
5. **Congestion Management Program and Transportation Fund for Clean Air Program.** Review issues of jurisdiction and legal authority, environmental requirements, restrictions, formation and legislation, and state and federal requirements.
6. **Planning and Project Development Support (e.g. Lombard Reservation System, Downtown Congestion Pricing, and U.S. 101/I-280 Managed Lanes).** Review issues of jurisdiction and legal authority; support environmental requirements; develop, review and/or advise on policy and operating agreements; develop and/or review vendor and operator procurement documents and contracts; and advise on local, state, and federal requirements and legislation.
7. **Legislation.** Assist in drafting or reviewing legislation and the legislative process, from the local to the federal level.



Attachment 1  
Scope of Services

8. **Litigation.** Prepare necessary documents, provide legal representation in court as required to initiate and prosecute or respond to lawsuits, and support mediation and negotiations (settlement) as needed.
9. **General Advice.** Provide verbal or written advice, as requested by the Transportation Authority, on questions concerning the conformity of any contemplated action of the Transportation Authority with applicable law and other matters, including providing guidance on the Transportation Authority's projects.
10. **Miscellaneous.** Provide verbal or written advice relating to California Environmental Quality Act/National Environmental Policy Act, construction (including construction manager general contractor), right of way, real estate and land use, state transportation finance, regional transportation planning and programming, and public private partnerships, among others.



# Memorandum

**Date:** June 28, 2019  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance & Administration  
**Subject:** 07/09/19 Board Meeting: Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP; Meyers Nave Riback Silver & Wilson; and Wendel, Rosen, Black & Dean LLP; in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services

**RECOMMENDATION**    ☐ Information    ☒ Action

- Award three-year professional services contracts, with an option to extend for two additional one-year periods, to Nossaman LLP (Nossaman), Meyers Nave Riback Silver & Wilson (Meyers Nave), and Wendel, Rosen, Black & Dean LLP (Wendel Rosen) in a combined amount not to exceed \$1,000,000 for on-call general legal counsel services.
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

**SUMMARY**

We are seeking professional services of legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. We also need broad and deep access to specialized transportation legal services given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority's and Treasure Island Mobility Management Agency's (TIMMA's) work programs, as well as occasional conflicts of interest or availability that arise for specific efforts. We issued a Request for Qualifications (RFQ) in May. By the proposal due date, we received six Statements of Qualifications. Following interviews with three firms, the selection panel recommends award of contracts to the three highest-ranking firms: Nossaman, Meyers Nave, and Wendel Rosen. The establishment of contracts with multiple consultant firms will enable the Transportation Authority to enlist the services of a broad range of legal consultants on an on-call, as-needed basis.

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

**DISCUSSION**

**Background.**

We contract with City departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify

the use of in-house staff. Currently the Transportation Authority utilizes the City Attorney's Office for certain inter-agency agreements and project litigation, and utilizes Nixon Peabody LLP and Squire Sanders & Dempsey LLP for bond counsel. We currently contract with Nossaman and Wendel Rosen for specialized transportation legal counsel services. The breakdown of past assignments to these firms are included as Attachment 2. Our policy is to competitively re-bid professional services contracts after five years. We propose to contract with multiple consultant firms with whom the Transportation Authority may call upon on a task order basis, which is intended to increase competition and allow for improved responsiveness (e.g., during times of peak demand).

The RFQ scope of services, included as Attachment 1, describes example tasks types that are representative of the needs in the coming three years under this contract, which are also listed below.

1. Parliamentary Procedure and Rules for Transportation Authority Board and Citizens Advisory Committee
2. Administration
3. Financial
4. Sales Tax (Proposition K) and Vehicle Registration Fee (Proposition AA) Administration
5. Congestion Management Program and Transportation Fund for Clean Air Program
6. Planning and Project Development Support (e.g. Lombard Reservation System, Downtown Congestion Pricing, and U.S. 101/I-280 Managed Lanes)
7. Legislation
8. Litigation
9. General Advice
10. Miscellaneous

### **Procurement Process.**

The Transportation Authority and TIMMA issued a joint RFQ for on-call general legal counsel services on May 7, 2019. Although a pre-proposal conference was not held, respondents were able to submit questions regarding the RFQ and receive responses by May 17. We took steps to encourage participation from small, local, and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Chronicle, San Francisco Examiner, the Small Business Exchange, Nichi Bei, and the San Francisco Bayview. We also distributed the RFQ and questions and answers to certified small, local, and disadvantaged businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of June 6, 2019, we received six Statements of Qualifications in response to the RFQ. A selection panel comprised of Transportation Authority staff evaluated the Statements of Qualifications based on the criteria identified in the RFQ, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected three firms to interview on June 19, 2019. Based on the competitive process defined in the RFQ, the panel recommends awarding contracts to the three highest-ranked firms: Nossaman, Meyers Nave, and Wendel Rosen. The three highest-ranked firms provide a strong set of skills, specialists, and relevant experience. Both Nossaman and Wendel Rosen build upon proven track records of performance, while Meyers Nave demonstrated a strong set of qualifications and management approach, in particular regarding their experience with managed lanes projects.

The selection panel recommends that the Transportation Authority and TIMMA both award contracts to the same three firms, as both agencies share legal resources. Awarding contracts to the same on-call legal firms will enhance staff efficiency in issuing task orders and supporting project needs. The contract award for TIMMA's portion of the contract will be considered by the TIMMA Committee at its next scheduled meeting in July.

We plan to use federal funds to cover a portion of this contract and have adhered to federal procurement regulations. Due to the specialized nature of the requested services we established a Disadvantaged Business Enterprise (DBE) goal of 0% for this contract based on recommendation from the California Department of Transportation, and accepted certifications by the California Unified Certification Program. Nossaman has made a commitment to exceed the DBE goal and includes 10% DBE participation from San Francisco-based, Asian-American-owned firm Law Offices of Alexis S.M. Chiu. Meyers Nave and Wendel Rosen do not include any subconsultants.

The selected consultant firms will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term, plus two optional one-year extensions. While the Transportation Authority intends to engage pre-qualified firms based on capabilities, experience, and availability, no selected team is guaranteed a task order.

#### **FINANCIAL IMPACT**

The scope of work described in the RFQ is anticipated in the Transportation Authority's proposed Fiscal Year 2019/20 work program and budget through relevant projects and studies. Budget for these activities will be funded by a combination of federal and/or state grants from Caltrans and the Metropolitan Transportation Commission, local agency contributions, and Prop K sales tax funds. The first year's activities are included in the Transportation Authority's proposed Fiscal Year 2019/20 budget and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

#### **CAC POSITION**

The CAC will be briefed on this item at its June 26, 2019 meeting, and unanimously adopted a motion of support for the staff recommendation.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Scope of Services

Attachment 2 – General Legal Counsel Services Past Work Assignments (2015 – 2019)

**Attachment 2:  
General Legal Counsel Services Past Work Assignments (2015-2019)**

<b>Legal Firm</b>	<b>Work Assignment Description</b>	<b>Amount</b>
Nossaman LLP	General Legal Services <sup>1</sup>	\$500,528
	Presidio Parkway	\$337,000
	Geary Bus Rapid Transit	\$208,681
	Finance/Debt Issuance	\$169,480
	Downtown Extension	\$50,000
	Yerba Buena Island Projects	\$32,793
	Vision Zero	\$10,000
	San Francisco Transportation Plan	\$6,775
	Treasure Island Mobility Management Agency	\$5,529
	Van Ness Bus Rapid Transit	\$3,002
	I-280 Balboa Park Interchange	\$760
	Quint-Jerrold Connector Road	\$342
<b>Total Work Assignments Awarded to Nossaman LLP</b>		<b>\$1,324,890</b>
Wendel, Rosen, Black & Dean LLP	Yerba Buena Island Projects	\$156,500
	Treasure Island Mobility Management Agency	\$65,520
	General Legal Services <sup>1</sup>	\$25,000
	Transportation Network Company Research	\$20,000
	I-280 Balboa Park Interchange	\$956
	Vision Zero Ramps Phase 2	\$722
<b>Total Work Assignments Awarded to Wendel, Rosen, Black &amp; Dean LLP</b>		<b>\$268,698</b>
<b>Total Work Assignments Awarded to Date</b>		<b>\$1,593,588</b>
<b>Total Work Assignments Awarded to Disadvantaged Business Enterprise Firms</b>		<b>\$111,470</b>

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



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# Memorandum

**Date:** July 18, 2019  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 07/23/19 Board Meeting: Investment Report and Debt Expenditure Report for the Quarter Ending June 30, 2019

**RECOMMENDATION**    ☒ **Information**    ☐ **Action**

None. This is an information item.

**SUMMARY**

The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2019 is presented independently. Following the annual audit, the Comprehensive Annual Financial Report will be presented to the Board along with the results of the fiscal audit, single audit, and management review. Since the issuance of debt in 2017, a quarterly debt expenditures report that details capital expenditure funded by the bond is also included for Board oversight.

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

## DISCUSSION

### Background.

Our Investment Policy directs a submittal of portfolio compliance with the Investment Policy at the end of the quarter. Usually, this is presented in conjunction with, and in the context of, a quarterly Internal Accounting Report. However, since fiscal year-end project accruals are still being submitted, the Internal Accounting Report is not available at this time.

As defined by our Administrative Code and the Debt Policy, the Board shall be responsible for oversight of the debt issuance program for the Transportation Authority. The purpose of the Debt Expenditure Report is to update the Board on quarterly expenditures funded by the Bond issued in the fall of 2017 to ensure debt proceeds are spent within the required period following debt issuance, and to provide transparency and accountability in the expenditure of these debt proceeds.

### 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 our 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 our Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.

As of June 30, 2019, the Transportation Authority’s bank accounts total to \$45.1 million, excluding the bond proceeds held by US Bank per the terms in debt indenture, and approximately 48 percent of this amount was invested in the City and County of San Francisco Treasury Pool. The remaining funds are held in bank accounts for daily operations. These investments are in compliance with the California Government Code and our Board-adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements. Attachment 1 is the investment report furnished by the Office of the Treasurer and Tax Collector for the period ending on June 30, 2019.

### **Credit Rating.**

In May 2019, S&P Global Ratings reaffirmed our AA+ issuer rating with a stable financial outlook. S&P Global Ratings cited the Transportation Authority’s strong debt coverage and revenue performance as well as its capacity for payment of financial commitments. The high rating reflect the strength and diversity of the economic base that generates San Francisco’s half-cent sales tax for transportation, the primary revenue source overseen by the Transportation Authority. The ratings also reflect the Transportation Authority’s strong financial position.

### **Debt Expenditure Report.**

In June 2018, Transportation Authority entered into a 3 years Revolving Credit (loan) Agreement with State Street Public Lending Corporation and US Bank for a total amount of \$140 million. As of June 30, 2019, the Transportation Authority does not have any outstanding balance in the Revolver Loan.

As of June 30, 2019, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$136.5 million. The available balance of remaining bond proceeds to be spent is \$67.5 million. Total earned interest to date from bond proceeds amount to \$3.3 million. More details on these expenditures are included in Attachment 2.

### **FINANCIAL IMPACT**



Agenda Item 11

None. This is an information item.

**CAC POSITION**

None. This is an information item.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – City and County of San Francisco Investment Report for the Month of June 2019

Attachment 2 – Debt Expenditure Report

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

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



José Cisneros, Treasurer

Investment Report for the month of June 2019

July 15, 2019

**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 June 30, 2019. 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 June 2019 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 \***

	<b>Current Month</b>		<b>Prior Month</b>	
<i>(in \$ million)</i>	<u>Fiscal YTD</u>	<u>June 2019</u>	<u>Fiscal YTD</u>	<u>May 2019</u>
Average Daily Balance	\$ 10,759	\$ 11,750	\$ 10,670	\$ 12,183
Net Earnings	249.55	23.87	225.69	25.01
Earned Income Yield	2.32%	2.47%	2.30%	2.42%

**CCSF Pooled Fund Statistics \***

<i>(in \$ million)</i>	<b>% of</b>	<b>Book</b>	<b>Market</b>	<b>Wtd. Avg.</b>	<b>Wtd. Avg.</b>	
<b>Investment Type</b>	<b>Portfolio</b>	<b>Value</b>	<b>Value</b>	<b>Coupon</b>	<b>YTM</b>	<b>WAM</b>
U.S. Treasuries	6.24%	\$ 719.3	\$ 724.3	1.70%	2.18%	518
Federal Agencies	50.09%	5,799.0	5,816.8	2.24%	2.30%	688
State & Local Government						
Agency Obligations	0.95%	111.2	110.1	2.36%	2.09%	433
Public Time Deposits	0.30%	35.0	35.0	2.35%	2.35%	144
Negotiable CDs	17.39%	2,015.0	2,019.4	2.80%	2.80%	149
Commercial Paper	9.18%	1,052.3	1,065.6	0.00%	2.75%	34
Medium Term Notes	0.30%	34.5	34.7	2.24%	2.47%	228
Money Market Funds	8.14%	945.9	945.9	2.29%	2.29%	1
Supranationals	7.42%	856.5	861.6	1.75%	2.39%	729
<b>Totals</b>	<b>100.0%</b>	<b>\$ 11,568.8</b>	<b>\$ 11,613.5</b>	<b>2.08%</b>	<b>2.43%</b>	<b>466</b>

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

Very truly yours,

**José Cisneros**  
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Reeta Madhavan, Eric Sandler  
Ben Rosenfield - Controller, Office of the Controller  
Tonia Lediju, Ph.D. - Chief Audit Executive, 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 June 30, 2019

<i>(in \$ million)</i>													
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?						
U.S. Treasuries	\$ 725.0	\$ 719.3	\$ 724.3	100.70	6.24%	100%	Yes						
Federal Agencies	5,802.8	5,799.0	5,816.8	100.31	50.09%	100%	Yes						
State & Local Government Agency Obligations	109.7	111.2	110.1	99.04	0.95%	20%	Yes						
Public Time Deposits	35.0	35.0	35.0	100.00	0.30%	100%	Yes						
Negotiable CDs	2,015.0	2,015.0	2,019.4	100.22	17.39%	30%	Yes						
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes						
Commercial Paper	1,068.0	1,052.3	1,065.6	101.27	9.18%	25%	Yes						
Medium Term Notes	34.7	34.5	34.7	100.52	0.30%	25%	Yes						
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes						
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes						
Money Market Funds - Government LAIF	945.9	945.9	945.9	100.00	8.14%	20%	Yes						
Supranationals	861.2	856.5	861.6	100.59	7.42%	30%	Yes						
<b>TOTAL</b>	<b>\$ 11,597.3</b>	<b>\$ 11,568.8</b>	<b>\$ 11,613.5</b>	<b>100.39</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>						

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

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

The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

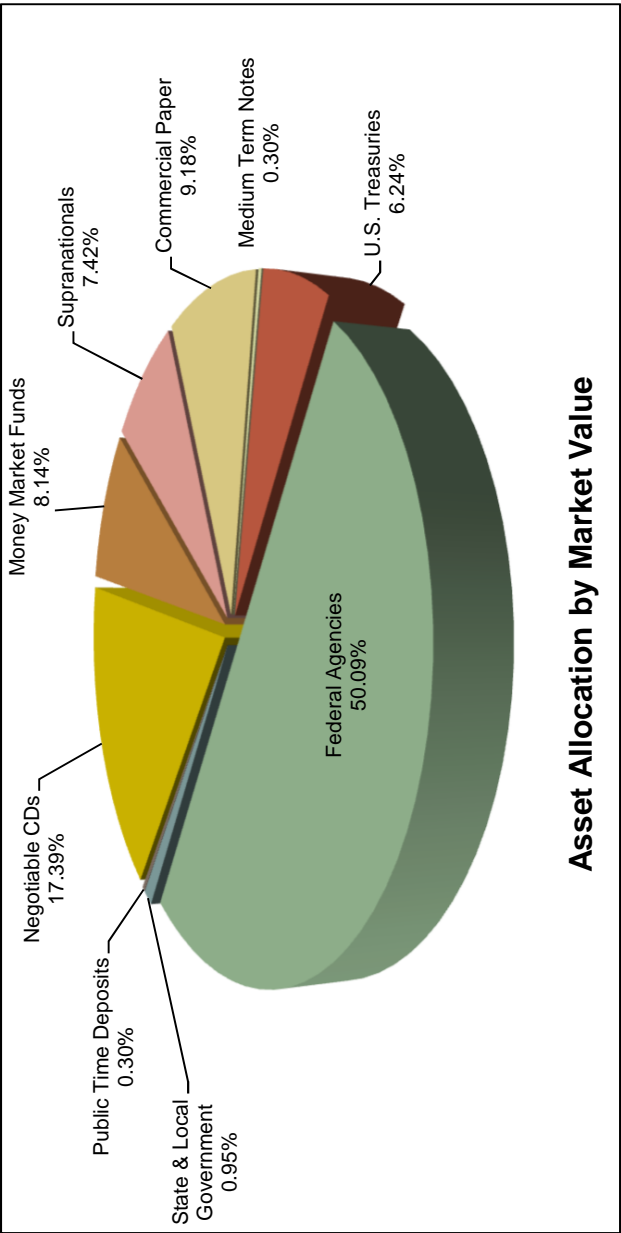
# City and County of San Francisco

## Pooled Fund Portfolio Statistics

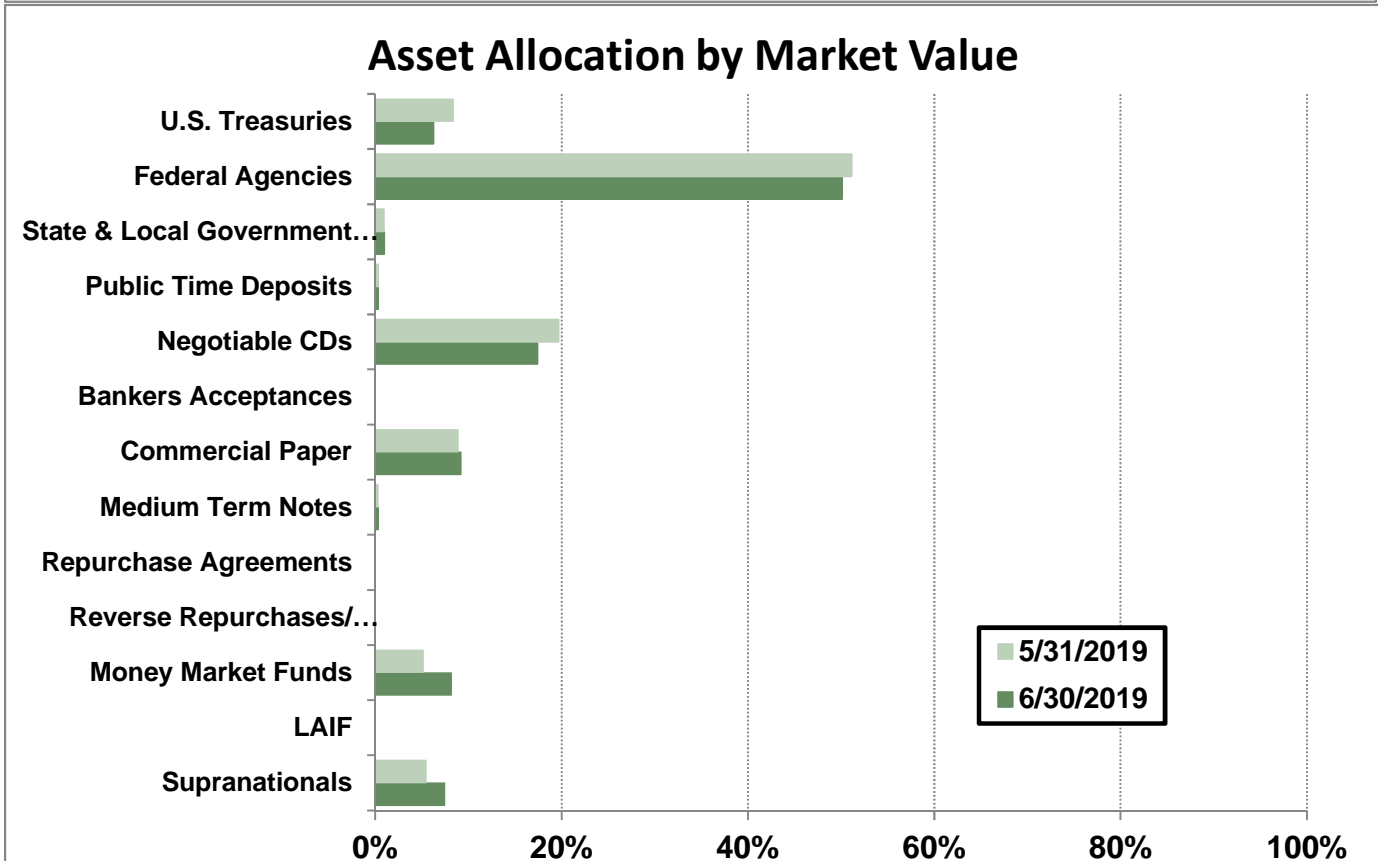
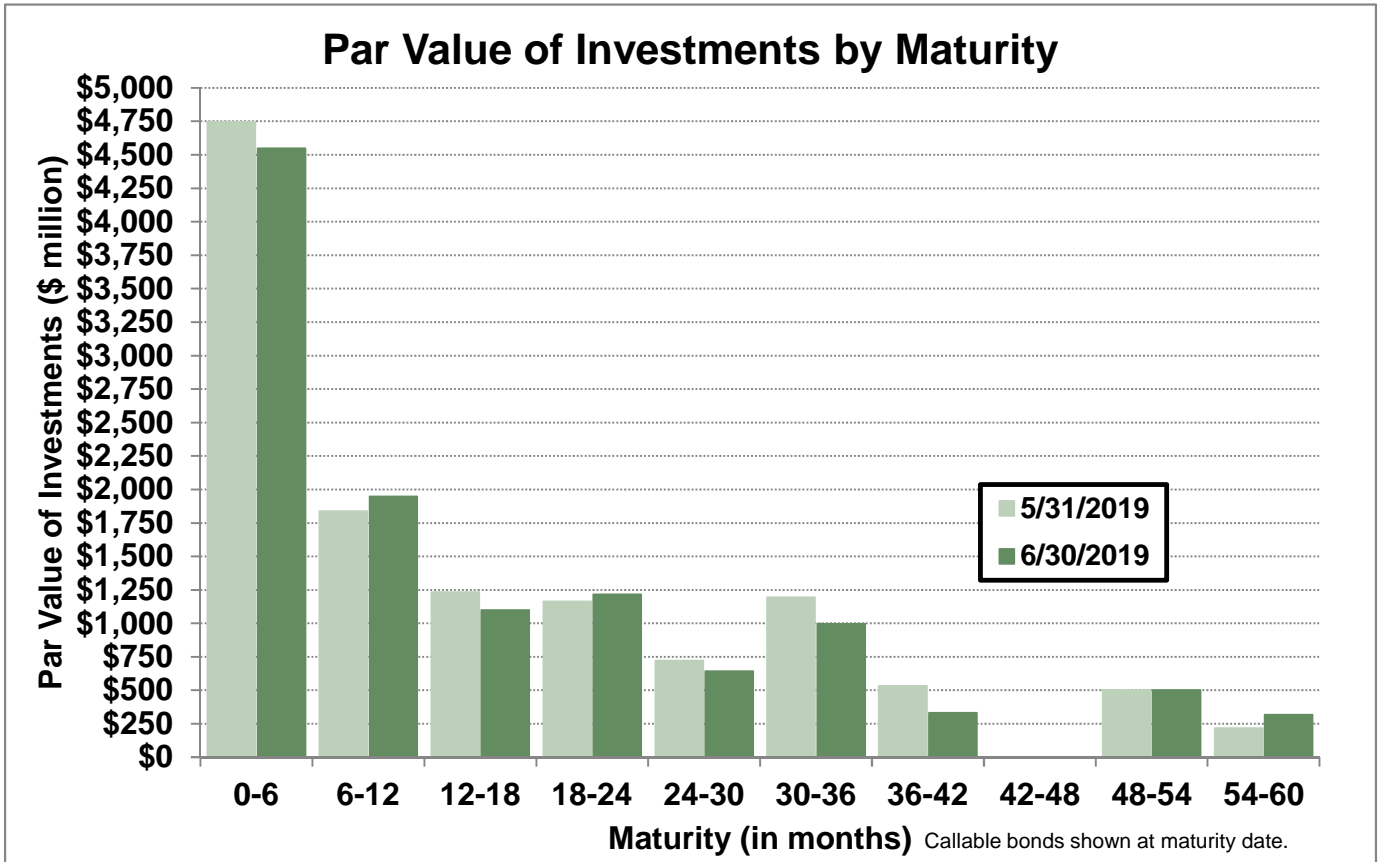
For the month ended June 30, 2019

Average Daily Balance	\$11,749,958,725
Net Earnings	\$23,867,638
Earned Income Yield	2.47%
Weighted Average Maturity	466 days

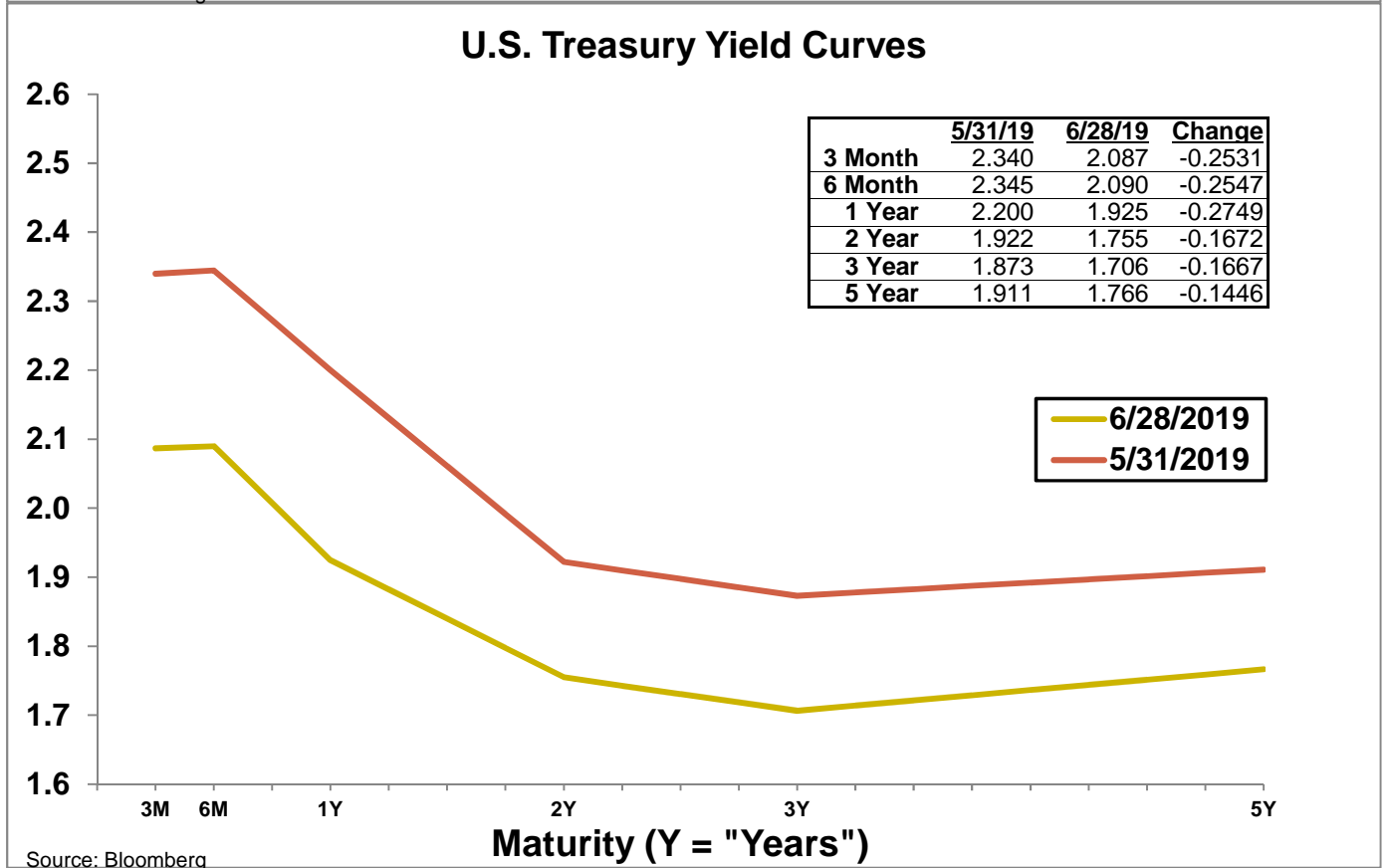
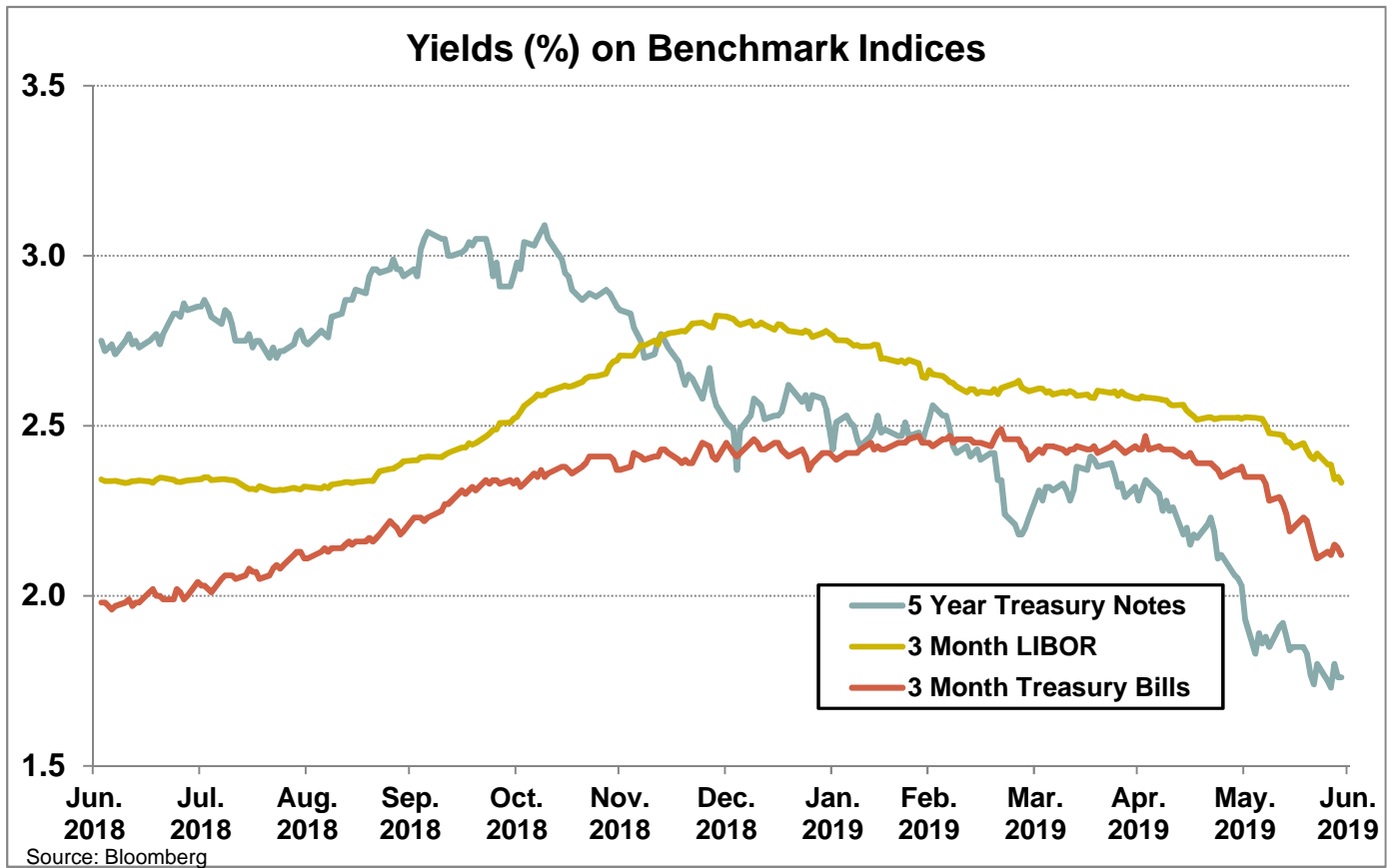
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	725.0	\$ 719.3	\$ 724.3
Federal Agencies		5,802.8	5,799.0	5,816.8
State & Local Government				
Agency Obligations		109.7	111.2	110.1
Public Time Deposits		35.0	35.0	35.0
Negotiable CDs		2,015.0	2,015.0	2,019.4
Commercial Paper		1,068.0	1,052.3	1,065.6
Medium Term Notes		34.7	34.5	34.7
Money Market Funds		945.9	945.9	945.9
Supranationals		861.2	856.5	861.6
<b>Total</b>		<b>\$ 11,597.3</b>	<b>\$ 11,568.8</b>	<b>\$ 11,613.5</b>



## Portfolio Analysis Pooled Fund



## Yield Curves



# Investment Inventory

## Pooled Fund

As of June 30, 2019

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912828T59	US TREASURY	5/18/2018	10/15/2019	1.00	\$ 25,000,000	\$ 24,492,188	\$ 24,895,479	\$ 24,920,000
U.S. Treasuries	912828T59	US TREASURY	8/15/2018	10/15/2019	1.00	50,000,000	49,134,766	49,784,707	49,840,000
U.S. Treasuries	9128283N8	US TREASURY	1/16/2018	12/31/2019	1.88	50,000,000	49,871,094	49,966,961	49,959,000
U.S. Treasuries	912828XU9	US TREASURY	6/20/2017	6/15/2020	1.50	50,000,000	49,982,422	49,994,361	49,779,500
U.S. Treasuries	912828XU9	US TREASURY	4/3/2019	6/15/2020	1.50	50,000,000	49,478,516	49,584,238	49,779,500
U.S. Treasuries	912828XU9	US TREASURY	12/20/2018	6/15/2020	1.50	100,000,000	98,312,293	98,912,293	99,559,000
U.S. Treasuries	912828XY1	US TREASURY	4/3/2019	6/30/2020	2.50	50,000,000	50,070,313	50,056,529	50,261,500
U.S. Treasuries	9128283Q1	US TREASURY	3/4/2019	1/15/2021	2.00	50,000,000	49,618,925	49,575,826	50,125,000
U.S. Treasuries	912828C57	US TREASURY	4/15/2019	3/31/2021	2.25	50,000,000	49,909,388	49,877,984	50,388,500
U.S. Treasuries	9128284G2	US TREASURY	4/9/2019	4/15/2021	2.38	50,000,000	50,013,672	50,012,132	50,508,000
U.S. Treasuries	912828S27	US TREASURY	8/15/2017	6/30/2021	1.13	25,000,000	24,519,531	24,752,126	24,693,250
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021	1.25	50,000,000	49,574,219	49,800,005	49,443,500
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021	1.75	100,000,000	99,312,500	99,665,161	100,031,000
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022	1.75	25,000,000	24,977,539	24,986,183	25,031,250
<b>Subtotals</b>					<b>1.70</b>	<b>\$ 725,000,000</b>	<b>\$ 719,267,570</b>	<b>\$ 721,863,984</b>	<b>\$ 724,319,000</b>
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	8/23/2017	7/1/2019	1.40	\$ 15,000,000	\$ 15,005,400	\$ 15,000,000	\$ 15,000,000
Federal Agencies	3133EGJX4	FEDERAL FARM CREDIT BANK	5/23/2018	7/5/2019	1.08	35,370,000	34,836,267	35,364,767	35,365,756
Federal Agencies	3134G9YR2	FREDDIE MAC	7/12/2016	7/12/2019	2.25	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	4/19/2018	8/5/2019	0.88	5,000,000	4,905,088	4,992,977	4,993,500
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	5/10/2018	8/5/2019	0.88	6,000,000	5,886,596	5,991,219	5,992,200
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	4/19/2018	8/5/2019	0.88	24,000,000	23,545,680	23,966,382	23,968,800
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	9/27/2018	8/5/2019	0.88	36,010,000	35,485,694	35,951,184	35,963,187
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	2.60	25,000,000	25,000,000	25,000,000	25,006,750
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	2.60	25,000,000	25,000,000	25,000,000	25,006,750
Federal Agencies	3134G94F1	FREDDIE MAC	8/15/2016	8/15/2019	2.00	25,000,000	25,000,000	25,000,000	24,992,500
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	12/20/2016	8/20/2019	2.50	50,000,000	50,000,000	50,000,000	50,010,500
Federal Agencies	3135G0P23	FANNIE MAE	8/30/2016	8/23/2019	1.25	20,000,000	20,000,000	20,000,000	19,968,200
Federal Agencies	3136G3X59	FANNIE MAE	8/23/2016	8/23/2019	1.10	25,000,000	25,000,000	25,000,000	24,958,500
Federal Agencies	3134G9G50	FREDDIE MAC	5/26/2016	8/26/2019	1.25	25,000,000	25,000,000	25,000,000	24,961,000
Federal Agencies	3134G4FY5	FREDDIE MAC	11/28/2017	8/28/2019	1.30	8,450,000	8,374,795	8,443,163	8,436,649
Federal Agencies	313384LB3	FED HOME LN DISCOUNT NT	5/31/2019	8/30/2019	0.00	40,000,000	39,762,490	39,843,400	39,852,800
Federal Agencies	3135G0Q30	FANNIE MAE	10/21/2016	9/27/2019	1.18	50,000,000	50,000,000	50,000,000	49,873,500
Federal Agencies	3132X0KH3	FARMER MAC	10/6/2016	10/1/2019	2.60	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	3133EJF79	FEDERAL FARM CREDIT BANK	10/10/2018	10/10/2019	2.65	36,000,000	35,987,760	35,996,613	36,044,280
Federal Agencies	3133EGXK6	FEDERAL FARM CREDIT BANK	12/1/2017	10/11/2019	1.12	20,000,000	19,732,000	19,959,741	19,939,600
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/2016	10/11/2019	1.50	15,000,000	15,000,000	15,000,000	14,969,100
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	10/13/2017	10/21/2019	1.50	21,500,000	21,461,945	21,494,225	21,453,560
Federal Agencies	3136G0T68	FANNIE MAE	8/28/2017	10/24/2019	1.33	14,000,000	13,968,220	13,995,356	13,962,060
Federal Agencies	3134GBHT2	FREDDIE MAC	9/12/2017	10/25/2019	1.63	50,000,000	50,024,500	50,003,677	49,910,000
Federal Agencies	3136G4FJ7	FANNIE MAE	10/25/2016	10/25/2019	1.20	25,000,000	25,000,000	25,000,000	24,922,500
Federal Agencies	3136G4EZ2	FANNIE MAE	10/28/2016	10/30/2019	1.13	50,000,000	49,950,000	49,994,485	49,827,000
Federal Agencies	3134GAVL5	FREDDIE MAC	11/4/2016	11/4/2019	1.17	100,000,000	100,000,000	100,000,000	99,639,000
Federal Agencies	3133EJRU5	FEDERAL FARM CREDIT BANK	6/14/2018	11/14/2019	2.45	50,000,000	49,987,500	49,996,718	50,086,500
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/2016	11/26/2019	1.35	8,950,000	8,950,000	8,950,000	8,921,181
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	12/2/2016	12/2/2019	2.60	50,000,000	50,000,000	50,000,000	50,035,500
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/2017	12/13/2019	2.38	11,360,000	11,464,888	11,383,773	11,366,816
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/12/2017	12/13/2019	2.38	20,000,000	20,186,124	20,042,012	20,012,000
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/2017	12/13/2019	2.38	40,000,000	40,369,200	40,083,679	40,024,000

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3134G9VR5	FREDDIE MAC	7/6/2016	1/6/2020	2.00	25,000,000	25,000,000	25,000,000	24,999,750
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/2017	1/17/2020	1.65	1,000,000	996,070	999,006	997,480
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/2017	1/17/2020	1.65	31,295,000	31,172,011	31,263,903	31,216,137
Federal Agencies	3133EJUL1	FEDERAL FARM CREDIT BANK	4/24/2018	1/24/2020	2.42	25,000,000	24,996,500	24,998,868	25,060,250
Federal Agencies	3133EJUL1	FEDERAL FARM CREDIT BANK	4/24/2018	1/24/2020	2.42	25,000,000	24,995,700	24,998,609	25,060,250
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	2/9/2018	2/11/2020	2.13	50,000,000	49,908,500	49,971,875	50,021,000
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	5/17/2017	3/13/2020	1.88	15,710,000	15,843,849	15,743,235	15,685,650
Federal Agencies	3133EHZN6	FEDERAL FARM CREDIT BANK	9/20/2017	3/20/2020	1.45	20,000,000	19,979,400	19,994,059	19,924,200
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	3/27/2018	3/27/2020	2.38	50,000,000	49,984,703	49,986,703	50,143,000
Federal Agencies	3136G3TK1	FANNIE MAE	7/6/2016	4/6/2020	2.00	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GBET5	FREDDIE MAC	5/22/2018	4/13/2020	1.80	10,000,000	9,839,400	9,933,393	9,974,700
Federal Agencies	3133EJG37	FEDERAL FARM CREDIT BANK	10/15/2018	4/15/2020	2.85	25,000,000	24,992,500	24,996,045	25,170,000
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/2016	4/17/2020	1.25	15,000,000	15,000,000	15,000,000	14,908,500
Federal Agencies	3134GTJN4	FREDDIE MAC	4/22/2019	4/22/2020	2.54	25,000,000	25,000,000	25,000,000	25,005,750
Federal Agencies	3134GTJN4	FREDDIE MAC	4/22/2019	4/22/2020	2.54	25,000,000	25,000,000	25,000,000	25,005,750
Federal Agencies	3137EAE7	FREDDIE MAC	4/19/2018	4/23/2020	2.50	35,000,000	34,992,300	34,996,889	35,153,300
Federal Agencies	3134GBPB2	FREDDIE MAC	5/30/2017	5/22/2020	1.70	15,750,000	15,750,000	15,750,000	15,720,548
Federal Agencies	3134GTTV5	FREDDIE MAC	6/12/2019	6/12/2020	2.40	100,000,000	100,000,000	100,000,000	99,927,000
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/2017	6/15/2020	1.54	25,000,000	24,997,500	24,999,202	24,902,000
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/2017	6/15/2020	1.54	26,900,000	26,894,620	26,898,282	26,794,552
Federal Agencies	3134GBST0	FREDDIE MAC	6/22/2017	6/22/2020	1.65	14,675,000	14,675,000	14,675,000	14,637,726
Federal Agencies	3134GBTX0	FREDDIE MAC	6/29/2017	6/29/2020	1.75	50,000,000	49,990,000	49,996,679	49,839,500
Federal Agencies	3136G3TG0	FANNIE MAE	6/30/2016	6/30/2020	1.75	15,000,000	15,000,000	15,000,000	14,978,400
Federal Agencies	3134GB5M0	FREDDIE MAC	12/1/2017	7/1/2020	1.96	50,000,000	50,000,000	50,000,000	50,077,500
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	7/6/2017	7/6/2020	1.55	25,000,000	24,989,961	24,996,602	24,864,000
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	7/13/2017	7/13/2020	1.75	50,000,000	50,000,000	50,000,000	49,857,000
Federal Agencies	3134GBXV9	FREDDIE MAC	7/13/2017	7/13/2020	1.85	50,000,000	50,000,000	50,000,000	49,872,500
Federal Agencies	3135G0T60	FANNIE MAE	8/1/2017	7/30/2020	1.50	50,000,000	49,848,500	49,945,299	49,750,500
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.65	6,700,000	6,699,330	6,699,741	6,674,741
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.80	25,000,000	25,000,000	25,000,000	24,921,500
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.80	50,000,000	50,000,000	50,000,000	49,843,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	3/14/2018	9/14/2020	2.40	25,000,000	24,984,458	24,992,509	25,133,500
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	12/21/2018	9/21/2020	2.77	25,000,000	24,990,750	24,993,525	25,246,250
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	18,000,000	17,942,220	17,976,443	17,881,200
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	30,000,000	29,903,700	29,960,738	29,802,000
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	3/12/2018	10/5/2020	1.70	25,530,000	25,035,101	25,286,244	25,456,984
Federal Agencies	3132X0KR1	FARMER MAC	11/2/2016	11/2/2020	2.64	25,000,000	25,000,000	25,000,000	25,048,250
Federal Agencies	3132X0ZF1	FARMER MAC	11/13/2017	11/9/2020	1.93	12,000,000	11,970,000	11,986,346	12,001,920
Federal Agencies	3133EJT90	FEDERAL FARM CREDIT BANK	11/16/2018	11/16/2020	2.95	50,000,000	49,947,835	49,964,034	50,715,500
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/2017	11/17/2020	1.88	50,000,000	49,952,000	49,977,924	49,984,500
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/2017	11/24/2020	2.25	60,000,000	60,223,200	60,104,269	60,285,600
Federal Agencies	3134GBLR1	FREDDIE MAC	5/25/2017	11/25/2020	1.75	24,715,000	24,712,529	24,714,009	24,667,053
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,996,536	25,006,250
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	12/13/2017	12/11/2020	1.88	10,000,000	9,957,600	9,979,498	9,996,300
Federal Agencies	3132X0ZY0	FARMER MAC	12/15/2017	12/15/2020	2.05	12,750,000	12,741,458	12,745,846	12,716,085
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	3/18/2019	12/18/2020	2.65	34,300,000	34,300,000	34,300,000	34,322,638
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	3/18/2019	12/18/2020	2.65	40,000,000	40,000,000	40,000,000	40,026,400
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	2.57	50,000,000	50,000,000	50,000,000	50,088,000
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	2.73	100,000,000	100,000,000	100,000,000	100,380,000



# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	1/11/2019	1/11/2021	2.55	100,000,000	99,934,000	99,949,439	101,055,000
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	9/20/2017	2/10/2021	1.87	50,200,000	50,189,960	50,195,219	50,091,066
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	4/16/2018	2/12/2021	2.35	50,000,000	49,673,710	49,813,007	50,323,500
Federal Agencies	3137EAEI9	FREDDIE MAC	2/16/2018	2/16/2021	2.38	22,000,000	21,941,920	21,968,416	22,190,520
Federal Agencies	3134GBD58	FREDDIE MAC	8/30/2017	2/26/2021	1.80	5,570,000	5,569,443	5,569,735	5,562,536
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,000	49,978,830	50,622,500
Federal Agencies	3133EKC33	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,978,830	49,978,830	50,622,500
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8/11/2017	3/22/2021	2.20	8,585,000	8,593,327	8,588,977	8,585,000
Federal Agencies	3132XQ053	FARMER MAC	3/29/2018	3/29/2021	2.60	6,350,000	6,343,079	6,345,977	6,395,022
Federal Agencies	3132XQ053	FARMER MAC	3/29/2018	3/29/2021	2.60	20,450,000	20,427,710	20,437,045	20,594,991
Federal Agencies	3133EKF66	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,916,500	24,926,438	25,193,750
Federal Agencies	3133EKF66	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,917,500	24,927,319	25,193,750
Federal Agencies	3130AGC60	FEDERAL HOME LOAN BANK	4/23/2019	4/23/2021	2.60	25,000,000	25,000,000	25,000,000	25,042,750
Federal Agencies	3130AGC60	FEDERAL HOME LOAN BANK	4/23/2019	4/23/2021	2.60	25,000,000	25,000,000	25,000,000	25,042,750
Federal Agencies	3130AGC60	FEDERAL HOME LOAN BANK	4/23/2019	4/23/2021	2.60	25,000,000	25,000,000	25,000,000	25,042,750
Federal Agencies	3134GBJP8	FREDDIE MAC	11/16/2017	5/3/2021	1.89	22,000,000	21,874,600	21,933,332	22,000,220
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021	2.70	17,700,000	17,653,095	17,670,619	17,995,236
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	11/30/2017	6/15/2021	2.13	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	11/30/2017	6/15/2021	2.13	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	3134GTUN1	FREDDIE MAC	6/17/2019	6/17/2021	2.43	25,000,000	25,000,000	25,000,000	25,005,250
Federal Agencies	3134GTUN1	FREDDIE MAC	6/17/2019	6/17/2021	2.43	25,000,000	25,000,000	25,000,000	25,005,250
Federal Agencies	3134GTUN1	FREDDIE MAC	6/17/2019	6/17/2021	2.43	25,000,000	25,000,000	25,000,000	25,005,250
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021	2.75	25,000,000	24,994,250	24,996,202	25,451,500
Federal Agencies	3134GBJ60	FREDDIE MAC	9/29/2017	6/29/2021	1.90	50,000,000	50,000,000	50,000,000	50,003,500
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	11/1/2017	7/1/2021	2.08	100,000,000	100,000,000	100,000,000	100,058,000
Federal Agencies	3134GBM25	FREDDIE MAC	10/2/2017	7/1/2021	1.92	50,000,000	50,000,000	50,000,000	50,007,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	9/18/2017	9/13/2021	1.88	25,000,000	24,927,500	24,959,916	24,930,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021	1.38	25,000,000	25,000,000	25,000,000	24,751,250
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021	3.00	25,000,000	24,980,900	24,985,344	25,671,500
Federal Agencies	3133EGZ17	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	14,500,000	14,500,000	14,500,000	14,359,785
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021	3.05	50,000,000	49,950,000	49,960,401	51,438,500
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	9/8/2017	12/15/2021	2.00	50,000,000	50,000,000	50,000,000	50,016,500
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,978,855	25,563,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,978,855	25,563,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,964,250	24,970,643	25,563,000
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,001,250
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,001,250
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,001,250
Federal Agencies	3133EKA27	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022	2.53	20,700,000	20,689,886	20,684,716	21,081,501
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022	2.55	10,000,000	9,997,186	9,997,499	10,192,200
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022	2.50	17,780,000	17,878,620	17,843,382	18,103,063
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022	2.50	40,000,000	40,225,027	40,145,496	40,726,800
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022	2.47	26,145,000	26,269,102	26,219,693	26,598,093
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022	2.47	45,500,000	45,709,603	45,624,117	46,288,515
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022	1.88	25,000,000	25,072,250	25,041,327	25,044,750
Federal Agencies	3134GTDQ3	FREDDIE MAC	4/12/2019	4/12/2022	2.75	50,000,000	50,000,000	50,000,000	50,007,000

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	25,000,000	24,923,985	24,923,985	25,314,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	50,000,000	49,836,000	49,847,971	50,628,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	50,000,000	49,836,000	49,847,971	50,628,000
Federal Agencies	3133EKBH5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022	2.35	50,000,000	49,969,500	49,971,559	50,727,500
Federal Agencies	3134GTLU5	FREDDIE MAC	5/9/2019	5/9/2022	2.75	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3134GTLU5	FREDDIE MAC	5/9/2019	5/9/2022	2.75	25,000,000	25,000,000	25,000,000	25,004,000
Federal Agencies	3134GTLU5	FREDDIE MAC	5/9/2019	5/9/2022	2.75	50,000,000	50,000,000	50,000,000	50,008,000
Federal Agencies	3133EKLK5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25	25,000,000	24,949,250	24,951,380	25,301,750
Federal Agencies	3133EKLK5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25	35,000,000	34,928,950	34,931,932	35,422,450
Federal Agencies	3130AGGK5	FEDERAL HOME LOAN BANK	5/23/2019	5/23/2022	2.65	25,000,000	25,000,000	25,000,000	25,007,250
Federal Agencies	3130AGGK5	FEDERAL HOME LOAN BANK	5/23/2019	5/23/2022	2.65	25,000,000	25,000,000	25,000,000	25,007,250
Federal Agencies	3130AGGK5	FEDERAL HOME LOAN BANK	5/23/2019	5/23/2022	2.65	50,000,000	50,000,000	50,000,000	50,014,500
Federal Agencies	3134GBQG0	FREDDIE MAC	5/25/2017	5/25/2022	2.18	50,000,000	50,000,000	50,000,000	50,022,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022	1.88	50,000,000	50,059,250	50,034,698	50,031,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022	1.88	50,000,000	49,997,500	49,998,534	50,031,500
Federal Agencies	3134GBF72	FREDDIE MAC	9/15/2017	6/15/2022	2.01	50,000,000	50,000,000	50,000,000	50,019,500
Federal Agencies	3134GBN73	FREDDIE MAC	10/2/2017	7/1/2022	2.07	50,000,000	50,000,000	50,000,000	50,029,000
Federal Agencies	3134GBW99	FREDDIE MAC	11/1/2017	7/1/2022	2.24	100,000,000	100,000,000	100,000,000	100,085,000
Federal Agencies	3134GBXU1	FREDDIE MAC	7/27/2017	7/27/2022	2.25	31,575,000	31,575,000	31,575,000	31,579,421
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	9/1/2017	9/1/2022	2.17	50,000,000	50,000,000	50,000,000	50,021,500
Federal Agencies	3134GTEE9	FREDDIE MAC	4/24/2019	10/24/2022	2.76	25,000,000	25,000,000	25,000,000	25,041,500
Federal Agencies	3134GTEE9	FREDDIE MAC	4/24/2019	10/24/2022	2.76	25,000,000	25,000,000	25,000,000	25,041,500
Federal Agencies	3134GTEE9	FREDDIE MAC	4/24/2019	10/24/2022	2.76	25,000,000	25,000,000	25,000,000	25,041,500
Federal Agencies	3134GTEE9	FREDDIE MAC	4/24/2019	10/24/2022	2.76	25,000,000	25,000,000	25,000,000	25,041,500
Federal Agencies	3134GSY74	FREDDIE MAC	2/22/2019	8/22/2023	3.01	25,000,000	25,000,000	25,000,000	25,025,500
Federal Agencies	3134GSY74	FREDDIE MAC	2/22/2019	8/22/2023	3.01	25,000,000	25,000,000	25,000,000	25,025,500
Federal Agencies	3134GSY74	FREDDIE MAC	2/22/2019	8/22/2023	3.01	25,000,000	25,000,000	25,000,000	25,025,500
Federal Agencies	3134GTHR7	FREDDIE MAC	4/23/2019	10/23/2023	2.81	25,000,000	25,000,000	25,000,000	25,043,750
Federal Agencies	3134GTHR7	FREDDIE MAC	4/23/2019	10/23/2023	2.81	25,000,000	25,000,000	25,000,000	25,043,750
Federal Agencies	3134GTHR7	FREDDIE MAC	4/23/2019	10/23/2023	2.81	25,000,000	25,000,000	25,000,000	25,043,750
Federal Agencies	3134GTHR7	FREDDIE MAC	4/23/2019	10/23/2023	2.81	25,000,000	25,000,000	25,000,000	25,043,750
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,017,500
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,017,500
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,017,500
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,017,500
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,024,500
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,024,500
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,024,500
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,024,500
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,040,000
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,040,000
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,040,000
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,040,000
Federal Agencies	3134GST47	FREDDIE MAC	1/30/2019	1/29/2024	3.10	17,775,000	17,765,866	17,765,223	17,785,310
Federal Agencies	3134GTMN0	FREDDIE MAC	5/20/2019	5/20/2024	2.85	25,000,000	25,000,000	25,000,000	25,049,000
Federal Agencies	3134GTMN0	FREDDIE MAC	5/20/2019	5/20/2024	2.85	25,000,000	25,000,000	25,000,000	25,049,000
Federal Agencies	3134GTMN0	FREDDIE MAC	5/20/2019	5/20/2024	2.85	25,000,000	25,000,000	25,000,000	25,049,000
Federal Agencies	3134GTMN0	FREDDIE MAC	5/20/2019	5/20/2024	2.85	25,000,000	25,000,000	25,000,000	25,049,000
<b>Subtotals</b>					<b>2.24</b>	<b>\$ 5,802,795,000</b>	<b>\$ 5,798,982,627</b>	<b>\$ 5,801,289,098</b>	<b>\$ 5,816,813,977</b>

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## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
State/Local Agencies	91412G5B2	UNIV OF CALIFORNIA CA REVENUE	10/5/2015	7/1/2019	1.80	\$	\$	\$	\$
State/Local Agencies	91412G5B2	UNIV OF CALIFORNIA CA REVENUE	10/2/2015	7/1/2019	1.80	\$	4,214,443	4,180,000	4,180,000
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/2015	10/1/2019	6.09	\$	16,461,640	16,325,000	16,325,000
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL	8/16/2016	5/1/2020	1.45	\$	10,217,510	8,597,417	8,580,325
State/Local Agencies	13063DGA0	CALIFORNIA ST	4/25/2018	4/1/2021	2.80	\$	18,000,000	18,000,000	17,893,800
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021	1.71	\$	33,001,320	33,000,788	33,515,130
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	1.91	\$	27,962,641	27,757,466	27,865,610
<b>Subtotals</b>					<b>2.36</b>	<b>\$</b>	<b>109,736,641</b>	<b>\$</b>	<b>111,195,122</b>
								<b>\$</b>	<b>109,646,062</b>
								<b>\$</b>	<b>110,128,229</b>
Public Time Deposits	PP9F9QR1	BRIDGE BANK	3/26/2019	9/26/2019	2.55	\$	\$	\$	\$
Public Time Deposits	PP9J6D723	SAN FRANCISCO CREDIT UNION	6/4/2019	12/4/2019	2.32	\$	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPEQ338W9	BANK OF SAN FRANCISCO	6/11/2019	12/11/2019	2.24	\$	5,000,000	5,000,000	5,000,000
Public Time Deposits	PPQD3GH13	BRIDGE BANK	6/24/2019	12/23/2019	2.23	\$	10,000,000	10,000,000	10,000,000
<b>Subtotals</b>					<b>2.35</b>	<b>\$</b>	<b>35,000,000</b>	<b>\$</b>	<b>35,000,000</b>
Negotiable CDs	06370RMN6	BANK OF MONTREAL CHICAGO	10/15/2018	7/1/2019	2.76	\$	\$	\$	\$
Negotiable CDs	25215FEF7	DEXIA CREDIT LOCAL SA NY	11/14/2018	7/1/2019	2.82	\$	50,000,000	50,000,000	50,000,590
Negotiable CDs	89114MAY3	TORONTO DOMINION BANK NY	8/13/2018	7/1/2019	2.63	\$	50,000,000	50,000,000	50,000,680
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	8/21/2018	7/1/2019	2.64	\$	50,000,000	50,000,000	50,000,398
Negotiable CDs	89114MKR7	TORONTO DOMINION BANK NY	11/5/2018	7/1/2019	2.93	\$	50,000,000	50,000,000	50,000,413
Negotiable CDs	63873NB67	NATIXIS NY BRANCH	12/19/2018	7/22/2019	2.98	\$	50,000,000	50,000,000	50,000,828
Negotiable CDs	06370RSD2	BANK OF MONTREAL CHICAGO	12/19/2018	7/25/2019	2.88	\$	25,000,000	25,000,000	25,009,969
Negotiable CDs	06370RUD9	BANK OF MONTREAL CHICAGO	2/5/2019	8/5/2019	2.63	\$	50,000,000	50,000,000	50,019,228
Negotiable CDs	78012JUL1	ROYAL BANK OF CANADA NY	12/12/2018	8/30/2019	2.94	\$	50,000,000	50,000,000	50,015,751
Negotiable CDs	06417G4V7	BANK OF NOVA SCOTIA HOUSTON	2/8/2019	9/6/2019	2.65	\$	50,000,000	50,000,000	50,051,700
Negotiable CDs	89114MS99	TORONTO DOMINION BANK NY	6/20/2019	9/16/2019	2.35	\$	50,000,000	50,000,000	50,031,603
Negotiable CDs	89114MWS2	TORONTO DOMINION BANK NY	3/8/2019	9/18/2019	2.59	\$	50,000,000	50,000,000	50,006,307
Negotiable CDs	78012JUKW4	ROYAL BANK OF CANADA NY	12/7/2018	10/25/2019	3.01	\$	25,000,000	25,000,000	25,015,544
Negotiable CDs	89114MPG6	TORONTO DOMINION BANK NY	12/6/2018	10/25/2019	3.06	\$	50,000,000	50,000,000	50,118,027
Negotiable CDs	89114MLP0	TORONTO DOMINION BANK NY	11/9/2018	10/28/2019	3.08	\$	25,000,000	25,000,000	25,062,980
Negotiable CDs	06370RNN5	BANK OF MONTREAL CHICAGO	11/6/2018	11/6/2019	3.10	\$	50,000,000	50,000,000	50,131,576
Negotiable CDs	96130AAN8	WESTPAC BANKING CORP NY	11/8/2018	11/8/2019	3.10	\$	50,000,000	50,000,000	50,144,766
Negotiable CDs	96130AAT5	WESTPAC BANKING CORP NY	11/14/2018	11/14/2019	3.08	\$	50,000,000	50,000,000	50,147,062
Negotiable CDs	89114MME4	TORONTO DOMINION BANK NY	11/19/2018	11/19/2019	3.10	\$	50,000,000	50,000,000	50,150,239
Negotiable CDs	78012JUKB0	ROYAL BANK OF CANADA NY	11/26/2018	11/25/2019	3.07	\$	25,000,000	25,000,000	25,079,858
Negotiable CDs	96130AAZ1	WESTPAC BANKING CORP NY	11/29/2018	11/27/2019	3.06	\$	50,000,000	50,000,000	50,160,651
Negotiable CDs	06370RPG8	BANK OF MONTREAL CHICAGO	12/3/2018	12/3/2019	3.12	\$	50,000,000	50,000,000	50,160,883
Negotiable CDs	89114MPF8	TORONTO DOMINION BANK NY	12/6/2018	12/6/2019	3.10	\$	50,000,000	50,000,000	50,180,127
Negotiable CDs	96130ABE7	WESTPAC BANKING CORP NY	12/7/2018	12/6/2019	3.05	\$	50,000,000	50,000,000	50,179,368
Negotiable CDs	06370RQD4	BANK OF MONTREAL CHICAGO	12/6/2018	12/9/2019	3.06	\$	50,000,000	50,000,000	50,168,616
Negotiable CDs	06370RQZ5	BANK OF MONTREAL CHICAGO	12/10/2018	12/11/2019	3.06	\$	50,000,000	50,000,000	50,173,922
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	11/1/2019	1/6/2020	3.00	\$	50,000,000	50,000,000	50,176,219
Negotiable CDs	78012JUNB7	ROYAL BANK OF CANADA NY	4/8/2019	1/6/2020	2.57	\$	50,000,000	50,000,000	50,203,214
Negotiable CDs	78012UNC5	ROYAL BANK OF CANADA NY	4/8/2019	1/8/2020	2.57	\$	25,000,000	25,000,000	25,047,874
Negotiable CDs	89114MB30	TORONTO DOMINION BANK NY	4/8/2019	1/17/2020	2.60	\$	25,000,000	25,000,000	25,048,372
Negotiable CDs	06417GG68	BANK OF NOVA SCOTIA HOUS	4/25/2019	2/3/2020	2.57	\$	50,000,000	50,000,000	50,109,455
Negotiable CDs	89114MF36	TORONTO DOMINION BANK NY	4/24/2019	2/3/2020	2.56	\$	50,000,000	50,000,000	50,110,467
Negotiable CDs	06417GGH6	BANK OF NOVA SCOTIA HOUS	4/25/2019	2/5/2020	2.57	\$	50,000,000	50,000,000	50,107,444
Negotiable CDs	06417GGK9	BANK OF NOVA SCOTIA HOUSTON	4/29/2019	2/6/2020	2.56	\$	50,000,000	50,000,000	50,111,467

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	2/15/2019	2/14/2020	2.71	50,000,000	50,000,000	50,000,000	50,156,135
Negotiable CDs	06417G6L7	BANK OF NOVA SCOTIA HOUSTON	4/29/2019	2/19/2020	2.57	50,000,000	50,000,000	50,000,000	50,118,661
Negotiable CDs	06417G6V5	BANK OF NOVA SCOTIA HOUSTON	5/6/2019	2/21/2020	2.57	50,000,000	50,000,000	50,000,000	50,120,014
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	3/6/2019	2/26/2020	2.70	50,000,000	50,000,000	50,000,000	50,161,957
Negotiable CDs	06370RUV9	BANK OF MONTREAL CHICAGO	3/1/2019	3/2/2020	2.68	50,000,000	50,000,000	50,000,000	50,158,308
Negotiable CDs	06370RVN6	BANK OF MONTREAL CHICAGO	3/5/2019	3/2/2020	2.70	50,000,000	50,000,000	50,000,000	50,165,212
Negotiable CDs	78012UMV8	ROYAL BANK OF CANADA NY	4/4/2019	3/25/2020	2.58	50,000,000	50,000,000	50,000,000	50,138,343
Negotiable CDs	78012UMZ5	ROYAL BANK OF CANADA NY	4/4/2019	3/30/2020	2.58	50,000,000	50,000,000	50,000,000	50,155,985
Negotiable CDs	06370RYS2	BANK OF MONTREAL CHICAGO	4/11/2019	4/13/2020	2.60	65,000,000	65,000,000	65,000,000	65,223,693
<b>Subtotals</b>					<b>2.80</b>	<b>\$ 2,015,000,000</b>	<b>\$ 2,015,000,000</b>	<b>\$ 2,015,000,000</b>	<b>\$ 2,019,433,034</b>
Commercial Paper	62479MU19	MUFG BANK LTD NY	5/3/2019	7/1/2019	0.00	\$	\$	\$	\$
Commercial Paper	62479MU19	MUFG BANK LTD NY	11/13/2018	7/1/2019	0.00	50,000,000	49,070,417	50,000,000	50,000,000
Commercial Paper	62479MU19	MUFG BANK LTD NY	11/15/2018	7/1/2019	0.00	50,000,000	49,081,667	50,000,000	50,000,000
Commercial Paper	62479MU19	MUFG BANK LTD NY	11/19/2018	7/1/2019	0.00	50,000,000	49,097,778	50,000,000	50,000,000
Commercial Paper	63873KU13	NATIXIS NY BRANCH	11/26/2018	7/1/2019	0.00	25,000,000	24,567,507	25,000,000	25,000,000
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	10/11/2018	7/1/2019	0.00	50,000,000	49,013,750	50,000,000	50,000,000
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	11/16/2018	7/1/2019	0.00	50,000,000	49,117,222	50,000,000	50,000,000
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	11/26/2018	7/1/2019	0.00	50,000,000	49,147,069	50,000,000	50,000,000
Commercial Paper	62479MU84	MUFG BANK LTD NY	11/28/2018	7/8/2019	0.00	40,000,000	39,284,667	39,977,444	39,981,489
Commercial Paper	62479MU84	MUFG BANK LTD NY	11/27/2018	7/8/2019	0.00	50,000,000	49,101,806	49,971,806	49,976,861
Commercial Paper	62479MU89	MUFG BANK LTD NY	12/7/2018	7/10/2019	0.00	30,000,000	29,485,792	29,987,475	29,982,150
Commercial Paper	89233HUB8	TOYOTA MOTOR CREDIT CORP	6/26/2019	7/11/2019	0.00	50,000,000	49,950,625	49,967,083	49,966,945
Commercial Paper	63873KUN5	NATIXIS NY BRANCH	12/11/2018	7/22/2019	0.00	50,000,000	49,095,611	49,914,833	49,930,584
Commercial Paper	62479MUQ4	MUFG BANK LTD NY	12/27/2018	7/24/2019	0.00	40,000,000	39,335,844	39,926,911	39,939,178
Commercial Paper	25214PNB5	DEXIA CREDIT LOCAL SA NY	1/3/2019	8/5/2019	0.00	15,000,000	14,753,900	14,959,750	14,965,292
Commercial Paper	25214PNC3	DEXIA CREDIT LOCAL SA NY	1/29/2019	8/6/2019	0.00	40,000,000	39,340,667	39,889,600	39,904,800
Commercial Paper	62479MV75	MUFG BANK LTD NY	1/29/2019	8/7/2019	0.00	50,000,000	49,287,500	49,861,250	49,877,695
Commercial Paper	62479MVK6	MUFG BANK LTD NY	2/25/2019	8/19/2019	0.00	25,000,000	24,681,597	24,910,847	24,919,014
Commercial Paper	62479MV77	MUFG BANK LTD NY	6/28/2019	8/27/2019	0.00	25,000,000	24,902,500	24,907,375	24,905,792
Commercial Paper	89233HW42	TOYOTA MOTOR CREDIT CORP	3/11/2019	9/4/2019	0.00	50,000,000	49,368,208	49,767,986	49,784,236
Commercial Paper	25214PNZ2	DEXIA CREDIT LOCAL SA NY	2/26/2019	9/16/2019	0.00	50,000,000	49,284,583	49,727,292	49,744,403
Commercial Paper	62479MWJ8	MUFG BANK LTD NY	4/4/2019	9/18/2019	0.00	11,000,000	10,867,838	10,937,480	10,942,308
Commercial Paper	62479MWQ2	MUFG BANK LTD NY	4/4/2019	9/24/2019	0.00	12,000,000	11,850,643	11,932,283	11,932,283
Commercial Paper	62479MWQ2	MUFG BANK LTD NY	6/28/2019	9/24/2019	0.00	25,000,000	24,858,833	24,863,646	24,858,924
Commercial Paper	89233HWQ3	TOYOTA MOTOR CREDIT CORP	3/12/2019	9/24/2019	0.00	50,000,000	49,300,389	49,696,597	49,717,847
Commercial Paper	62479MWS8	MUFG BANK LTD NY	6/28/2019	9/26/2019	0.00	30,000,000	29,826,750	29,832,525	29,826,725
Commercial Paper	62479MX40	MUFG BANK LTD NY	4/4/2019	10/4/2019	0.00	20,000,000	19,735,667	19,862,778	19,874,917
Commercial Paper	25214PNV1	DEXIA CREDIT LOCAL SA NY	2/5/2019	10/28/2019	0.00	50,000,000	49,035,694	49,566,972	49,608,292
<b>Subtotals</b>					<b>0.00</b>	<b>\$ 1,068,000,000</b>	<b>\$ 1,052,320,624</b>	<b>\$ 1,065,447,268</b>	<b>\$ 1,065,639,731</b>
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	6/20/2018	11/1/2019	1.90	\$	\$	\$	\$
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	1/11/2018	1/10/2020	2.20	20,000,000	19,982,200	19,995,288	20,006,000
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	1/8/2019	1/8/2021	3.05	5,000,000	4,997,714	4,997,714	5,068,750
<b>Subtotals</b>					<b>2.24</b>	<b>\$ 34,650,000</b>	<b>\$ 34,536,271</b>	<b>\$ 34,620,095</b>	<b>\$ 34,715,390</b>

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	6/30/2019	7/1/2019	2.25	\$ 60,321,295	\$ 60,321,295	\$ 60,321,295	\$ 60,321,295
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-Pf	6/30/2019	7/1/2019	2.29	217,290,455	217,290,455	217,290,455	217,290,455
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	6/30/2019	7/1/2019	2.26	60,387,150	60,387,150	60,387,150	60,387,150
Money Market Funds	31607A703	FIDELITY INST GOV FUND	6/30/2019	7/1/2019	2.30	546,724,125	546,724,125	546,724,125	546,724,125
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUN	6/30/2019	7/1/2019	2.27	61,195,078	61,195,078	61,195,078	61,195,078
<b>Subtotals</b>					<b>2.29</b>	<b>\$ 945,918,104</b>	<b>\$ 945,918,104</b>	<b>\$ 945,918,104</b>	<b>\$ 945,918,104</b>
Supranationals	459058EV1	INTL BK RECON & DEVELOP	6/28/2018	7/26/2019	1.25	\$ 10,000,000	\$ 9,870,700	\$ 9,991,775	\$ 9,991,600
Supranationals	4581X0BY3	INTER-AMERICAN DEVEL BK	1/1/2018	9/12/2019	1.13	44,716,000	44,101,155	44,571,679	44,616,730
Supranationals	459058FQ1	INTL BK RECON & DEVELOP	1/1/2017	9/30/2019	1.20	50,000,000	49,483,894	49,932,229	49,879,000
Supranationals	45905UJZ6	INTL BK RECON & DEVELOP	6/2/2017	10/25/2019	1.30	25,000,000	24,845,000	24,979,451	24,918,750
Supranationals	45905UJZ6	INTL BK RECON & DEVELOP	6/2/2017	10/25/2019	1.30	29,300,000	29,118,340	29,275,917	29,204,775
Supranationals	459052RX6	IBRD DISCOUNT NOTE	4/24/2019	1/17/2020	0.00	20,000,000	19,645,644	19,735,556	19,773,400
Supranationals	459052SC1	IBRD DISCOUNT NOTE	4/24/2019	1/22/2020	0.00	40,000,000	39,278,067	39,457,889	39,535,200
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	3/21/2017	4/21/2020	1.88	50,000,000	49,956,500	49,988,614	49,903,000
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	5/17/2018	5/12/2020	1.63	10,000,000	9,789,360	9,908,316	9,961,600
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	4/12/2017	5/12/2020	1.63	25,000,000	24,940,750	24,983,372	24,904,000
Supranationals	459058GA5	INTL BK RECON & DEVELOP	8/29/2017	9/4/2020	1.63	50,000,000	49,989,500	49,995,893	49,810,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	1/1/2017	11/9/2020	1.95	50,000,000	49,965,000	49,984,129	49,971,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/2017	11/9/2020	1.95	50,000,000	49,718,500	49,867,388	49,971,000
Supranationals	459050CM0	INTERNATIONAL FINANCE CORP	1/25/2018	1/25/2021	2.25	50,000,000	49,853,000	49,923,013	50,264,500
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	4/19/2018	4/19/2021	2.63	45,000,000	44,901,000	44,940,564	45,585,450
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	5/16/2018	4/19/2021	2.63	50,000,000	49,693,972	49,811,631	50,650,500
Supranationals	459050CJ7	INTERNATIONAL FINANCE CORP	5/23/2018	7/20/2021	1.13	12,135,000	11,496,942	11,720,317	11,960,499
Supranationals	459058GH0	INTL BK RECON & DEVELOP	7/25/2018	7/23/2021	2.75	50,000,000	49,883,000	49,919,469	50,924,000
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	6/28/2019	6/28/2024	2.60	25,000,000	25,000,000	25,000,000	24,968,500
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	6/28/2019	6/28/2024	2.60	25,000,000	25,000,000	25,000,000	24,968,500
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	6/28/2019	6/28/2024	2.60	25,000,000	25,000,000	25,000,000	24,968,500
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	6/28/2019	6/28/2024	2.60	25,000,000	25,000,000	25,000,000	24,968,500
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	6/28/2019	6/28/2024	2.60	100,000,000	100,000,000	100,000,000	99,874,000
<b>Subtotals</b>					<b>1.92</b>	<b>\$ 861,151,000</b>	<b>\$ 856,530,323</b>	<b>\$ 858,987,202</b>	<b>\$ 861,573,004</b>
<b>Grand Totals</b>					<b>2.08</b>	<b>\$ 11,597,250,745</b>	<b>\$ 11,568,750,641</b>	<b>\$ 11,587,771,813</b>	<b>\$ 11,613,540,469</b>

Monthly Investment Earnings  
Pooled Fund

For month ended June 30, 2019

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912796VE6	TREASURY BILL	\$	0.00	2.39	5/7/19	6/4/19	\$	\$ 9,948	\$	\$ 9,948
U.S. Treasuries	912796VE6	TREASURY BILL	-	0.00	2.39	5/7/19	6/4/19	-	- 9,929	-	9,929
U.S. Treasuries	912796VE6	TREASURY BILL	-	0.00	2.38	5/8/19	6/4/19	-	- 9,885	-	9,885
U.S. Treasuries	912796VF3	TREASURY BILL	-	0.00	2.38	5/14/19	6/11/19	-	- 33,028	-	33,028
U.S. Treasuries	912796VF3	TREASURY BILL	-	0.00	2.38	5/14/19	6/11/19	-	- 33,007	-	33,007
U.S. Treasuries	912796QM4	TREASURY BILL	-	0.00	2.45	10/1/18	6/20/19	-	- 50,719	-	50,719
U.S. Treasuries	912796VH9	TREASURY BILL	-	0.00	2.27	6/6/19	6/25/19	-	- 59,956	-	59,956
U.S. Treasuries	912828T59	US TREASURY	25,000,000	1.00	2.47	5/18/18	10/15/19	20,492	29,581	-	50,073
U.S. Treasuries	912828T59	US TREASURY	50,000,000	1.00	2.51	8/15/18	10/15/19	40,984	60,932	-	101,916
U.S. Treasuries	912828N38	US TREASURY	50,000,000	1.88	2.01	1/16/18	12/31/19	77,651	83,067	-	101,916
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	1.50	1.51	6/20/17	6/15/20	61,633	483	-	62,116
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	1.50	2.39	4/3/19	6/15/20	61,633	35,637	-	97,270
U.S. Treasuries	912828XU9	US TREASURY	100,000,000	1.50	2.67	12/20/18	6/15/20	123,266	93,232	-	216,498
U.S. Treasuries	912828XY1	US TREASURY	50,000,000	2.50	2.38	4/3/19	6/30/20	103,535	22,562	-	98,889
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	2.57	3/4/19	1/15/21	82,873	(4,646)	-	105,435
U.S. Treasuries	912828C57	US TREASURY	50,000,000	2.25	2.39	4/15/19	3/31/21	92,213	5,728	-	97,942
U.S. Treasuries	9128284C2	US TREASURY	50,000,000	2.38	2.36	4/9/19	4/15/21	97,336	(557)	-	96,780
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	23,295	10,187	-	33,482
U.S. Treasuries	912828T67	US TREASURY	50,000,000	1.25	1.43	11/10/16	10/31/21	50,951	7,034	-	57,985
U.S. Treasuries	912828U65	US TREASURY	100,000,000	1.75	1.90	12/13/16	11/30/21	143,443	11,376	-	154,819
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	36,237	379	-	36,616
Subtotals			\$ 725,000,000				\$ 1,015,542	\$ 483,817	\$	\$	\$ 1,499,359
Federal Agencies	3130AEFB1	FEDERAL HOME LOAN BANK	\$	2.25	2.34	6/6/18	6/6/19	\$ 3,891	\$ 148	\$	\$ 4,039
Federal Agencies	3133EHMR1	FEDERAL FARM CREDIT BANK	-	1.38	1.38	6/12/17	6/12/19	21,007	-	-	21,007
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	-	1.63	1.41	6/9/17	6/14/19	14,670	(1,870)	-	12,800
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	-	1.63	1.43	8/9/17	6/14/19	20,978	(2,427)	-	18,551
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	-	1.63	1.38	8/23/17	6/14/19	14,670	(2,142)	-	12,528
Federal Agencies	3134G9QW0	FREDDIE MAC	-	1.28	1.28	6/14/16	6/14/19	23,111	-	-	23,111
Federal Agencies	313384HH5	FED HOME LN DISCOUNT NT	-	0.00	2.25	6/24/19	6/25/19	-	1,563	-	1,563
Federal Agencies	313384HH5	FED HOME LN DISCOUNT NT	-	0.00	2.25	6/24/19	6/25/19	-	1,563	-	1,563
Federal Agencies	313384HJ1	FED HOME LN DISCOUNT NT	-	0.00	2.28	6/25/19	6/26/19	-	3,167	-	3,167
Federal Agencies	313384HJ1	FED HOME LN DISCOUNT NT	-	0.00	2.28	6/25/19	6/26/19	-	3,167	-	3,167
Federal Agencies	313384HJ1	FED HOME LN DISCOUNT NT	-	0.00	2.28	6/25/19	6/26/19	-	3,167	-	3,167
Federal Agencies	313384HJ1	FED HOME LN DISCOUNT NT	-	0.00	2.28	6/25/19	6/26/19	-	3,167	-	3,167
Federal Agencies	313384HK8	FED HOME LN DISCOUNT NT	-	0.00	2.25	6/26/19	6/27/19	-	3,125	-	3,125
Federal Agencies	313384HK8	FED HOME LN DISCOUNT NT	-	0.00	2.25	6/26/19	6/27/19	-	3,125	-	3,125
Federal Agencies	313384HK8	FED HOME LN DISCOUNT NT	-	0.00	2.25	6/26/19	6/27/19	-	3,125	-	3,125
Federal Agencies	313384HK8	FED HOME LN DISCOUNT NT	-	0.00	2.25	6/26/19	6/27/19	-	3,125	-	3,125
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	15,000,000	1.40	1.37	8/23/17	7/1/19	17,500	(239)	-	17,261
Federal Agencies	3133EGJX4	FEDERAL FARM CREDIT BANK	35,370,000	1.08	2.46	5/23/18	7/5/19	31,833	39,245	-	71,078
Federal Agencies	3134G9YR2	FREDDIE MAC	50,000,000	2.25	2.25	7/12/16	7/12/19	93,750	-	-	93,750
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	5,000,000	0.88	2.37	4/19/18	8/5/19	3,646	6,020	-	9,666
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	6,000,000	0.88	2.44	5/10/18	8/5/19	4,375	7,527	-	11,902
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	24,000,000	0.88	2.37	4/19/18	8/5/19	17,500	28,815	-	46,315
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	36,010,000	0.88	2.61	9/27/18	8/5/19	26,257	50,414	-	76,671
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	2.60	2.60	6/9/16	8/9/19	54,380	-	-	54,380
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	2.60	2.60	6/9/16	8/9/19	54,380	-	-	54,380
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	2.00	2.00	8/15/16	8/15/19	41,667	-	-	41,667
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	50,000,000	2.50	2.50	12/20/16	8/20/19	105,811	-	-	105,811
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	8/30/16	8/23/19	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	8/23/16	8/23/19	22,917	-	-	22,917
Federal Agencies	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	5/26/16	8/26/19	26,042	-	-	26,042
Federal Agencies	3134GAFY5	FREDDIE MAC	8,450,000	1.30	1.82	11/28/17	8/28/19	9,154	3,536	-	12,690
Federal Agencies	313384LB3	FED HOME LN DISCOUNT NT	40,000,000	0.00	2.36	5/31/19	8/30/19	-	78,300	-	78,300

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3134GAHR8	FREDDIE MAC	-	2.50	2.50	9/23/16	9/23/19	38,194	-	-	38,194
Federal Agencies	3135GQQ30	FANNIE MAE	50,000,000	1.18	1.18	10/21/16	9/27/19	49,167	-	-	49,167
Federal Agencies	3132X0KH3	FARMER MAC	50,000,000	2.60	2.60	10/6/16	10/1/19	108,406	-	-	108,406
Federal Agencies	3133EJF79	FEDERAL FARM CREDIT BANK	36,000,000	2.65	2.68	10/10/18	10/10/19	79,500	1,006	-	80,506
Federal Agencies	3133EGXK6	FEDERAL FARM CREDIT BANK	20,000,000	1.12	1.86	12/1/17	10/11/19	18,667	11,841	-	30,508
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	4/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	21,500,000	1.50	1.59	10/13/17	10/21/19	26,875	1,547	-	28,422
Federal Agencies	3136G0T68	FANNIE MAE	14,000,000	1.33	1.44	8/28/17	10/24/19	15,517	1,211	-	16,728
Federal Agencies	3134GBHT2	FREDDIE MAC	50,000,000	1.63	1.60	9/12/17	10/25/19	67,708	(951)	-	66,757
Federal Agencies	3136G4FJ7	FANNIE MAE	25,000,000	1.20	1.20	10/25/16	10/25/19	25,000	-	-	25,000
Federal Agencies	3136G4EZ2	FANNIE MAE	50,000,000	1.13	1.16	10/28/16	10/30/19	46,875	1,367	-	48,242
Federal Agencies	3134GAVL5	FREDDIE MAC	100,000,000	1.17	1.17	11/4/16	11/4/19	97,500	-	-	97,500
Federal Agencies	3133EJRJ5	FEDERAL FARM CREDIT BANK	50,000,000	2.45	2.47	6/14/18	11/14/19	102,083	724	-	102,807
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	5/26/16	11/26/19	10,069	-	-	10,069
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	50,000,000	2.60	2.60	12/2/16	12/2/19	108,390	-	-	108,390
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	11,360,000	2.38	1.90	12/15/17	12/13/19	22,483	(4,322)	-	18,161
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	20,000,000	2.38	1.90	12/12/17	12/13/19	39,583	(7,638)	-	31,945
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	40,000,000	2.38	1.90	12/15/17	12/13/19	79,167	(15,214)	-	63,952
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	2.00	2.00	7/6/16	1/6/20	41,667	-	-	41,667
Federal Agencies	3136G4KQ5	FANNIE MAE	1,000,000	1.65	1.84	11/17/17	1/17/20	1,375	149	-	1,524
Federal Agencies	3136G4KQ5	FANNIE MAE	31,295,000	1.65	1.84	11/17/17	1/17/20	43,031	4,665	-	47,695
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	4/24/18	1/24/20	50,417	164	-	50,581
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	4/24/18	1/24/20	50,417	202	-	50,618
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.22	2/9/18	2/11/20	88,542	3,750	-	92,292
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	15,710,000	1.88	1.56	5/17/17	3/13/20	24,547	(3,895)	-	20,652
Federal Agencies	3133FHZN6	FEDERAL FARM CREDIT BANK	20,000,000	1.45	1.49	9/20/17	3/20/20	24,167	678	-	24,844
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	50,000,000	2.38	2.41	3/27/18	3/27/20	98,958	1,477	-	100,436
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	2.00	2.00	7/6/16	4/6/20	41,667	-	-	41,667
Federal Agencies	3134GBET5	FREDDIE MAC	10,000,000	1.80	2.68	5/22/18	4/13/20	15,000	6,962	-	21,962
Federal Agencies	3133EJG37	FEDERAL FARM CREDIT BANK	25,000,000	2.85	2.87	10/15/18	4/15/20	59,375	411	-	59,786
Federal Agencies	3136G4BL6	FANNIE MAE	15,000,000	1.25	1.25	10/17/16	4/17/20	15,625	-	-	15,625
Federal Agencies	3134GTJN4	FREDDIE MAC	25,000,000	2.54	2.54	4/22/19	4/22/20	52,917	-	-	52,917
Federal Agencies	3137EAEH7	FREDDIE MAC	35,000,000	2.54	2.54	4/22/19	4/22/20	52,917	-	-	52,917
Federal Agencies	3134GBPB2	FREDDIE MAC	15,750,000	1.70	1.70	5/30/17	5/22/20	22,313	314	-	23,313
Federal Agencies	3134GTTV5	FREDDIE MAC	100,000,000	2.40	2.40	6/12/19	6/12/20	126,667	-	-	126,667
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	6/15/17	6/15/20	32,083	68	-	32,152
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	26,900,000	1.54	1.55	6/15/17	6/15/20	34,522	147	-	34,669
Federal Agencies	3134GBST0	FREDDIE MAC	14,675,000	1.65	1.65	6/22/17	6/22/20	20,178	-	-	20,178
Federal Agencies	3134GBTX0	FREDDIE MAC	50,000,000	1.75	1.76	6/29/17	6/29/20	72,917	274	-	73,190
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.75	1.75	6/30/16	6/30/20	18,854	-	-	18,854
Federal Agencies	3134GB5M0	FREDDIE MAC	50,000,000	1.96	1.96	12/1/17	7/1/20	81,667	-	-	81,667
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	7/6/17	7/6/20	32,292	275	-	32,566
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	50,000,000	1.75	1.75	7/13/17	7/13/20	72,917	-	-	72,917
Federal Agencies	3134GBXV9	FREDDIE MAC	50,000,000	1.85	1.85	7/13/17	7/13/20	77,083	-	-	77,083
Federal Agencies	3135G0T60	FANNIE MAE	50,000,000	1.50	1.60	8/1/17	7/30/20	62,500	4,154	-	66,654
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	8/28/17	8/28/20	9,213	18	-	9,231
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	25,000,000	1.80	1.80	8/28/17	8/28/20	37,500	-	-	37,500
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	50,000,000	1.80	1.80	8/28/17	8/28/20	75,000	-	-	75,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	25,000,000	2.40	2.43	3/14/18	9/14/20	50,000	510	-	50,510
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	25,000,000	2.77	2.79	12/21/18	9/21/20	57,708	434	-	58,142
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	18,000,000	1.38	1.48	9/8/17	9/28/20	20,625	1,553	-	22,178
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.48	9/8/17	9/28/20	34,375	2,589	-	36,964
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	25,530,000	1.70	2.48	3/12/18	10/5/20	36,168	15,828	-	51,996
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	2.64	2.64	11/2/16	11/2/20	55,028	-	-	55,028
Federal Agencies	3132X0ZF1	FARMER MAC	12,000,000	1.93	2.02	11/13/17	11/9/20	19,300	824	-	20,124
Federal Agencies	3133EJIT90	FEDERAL FARM CREDIT BANK	50,000,000	2.95	3.00	11/16/18	11/16/20	122,917	2,141	-	125,058



Monthly Investment Earnings  
Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3137EAEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/17	11/17/20	78,125	1,311	-	79,436
Federal Agencies	3134GBX56	FREDDIE MAC	60,000,000	2.25	2.12	11/24/17	11/24/20	112,500	(6,109)	-	106,391
Federal Agencies	3134GBLR1	FREDDIE MAC	24,715,000	1.75	1.75	5/25/17	11/25/20	36,043	58	-	36,101
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	202	-	39,785
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	202	-	39,785
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/17	12/11/20	15,625	1,163	-	16,788
Federal Agencies	3132X0ZV0	FARMER MAC	12,750,000	2.05	2.07	12/15/17	12/15/20	21,781	234	-	22,015
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	34,300,000	2.65	2.65	3/18/19	12/18/20	75,746	-	-	75,746
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	40,000,000	2.65	2.65	3/18/19	12/18/20	88,333	-	-	88,333
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	2.57	2.57	12/21/16	12/21/20	108,849	-	-	108,849
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	2.73	2.73	12/24/15	12/24/20	229,934	-	-	229,934
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	100,000,000	2.55	2.58	1/11/19	1/11/21	212,500	2,709	-	215,209
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	50,200,000	1.87	1.88	9/20/17	2/10/21	78,228	243	-	78,471
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.59	4/16/18	2/12/21	97,917	9,476	-	107,393
Federal Agencies	3137EAE19	FREDDIE MAC	22,000,000	2.38	2.47	2/16/18	2/16/21	43,542	1,590	-	45,131
Federal Agencies	3134GBD58	FREDDIE MAC	5,570,000	1.80	1.80	8/30/17	2/26/21	8,355	13	-	8,368
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,026	-	107,276
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,026	-	107,276
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8,585,000	2.20	2.17	8/11/17	3/22/21	15,739	(189)	-	15,550
Federal Agencies	3132X0Q53	FARMER MAC	6,350,000	2.60	2.64	3/29/18	3/29/21	13,758	189	-	13,948
Federal Agencies	3132X0Q53	FARMER MAC	20,450,000	2.60	2.64	3/29/18	3/29/21	44,308	610	-	44,918
Federal Agencies	3133EKF66	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,427	-	49,885
Federal Agencies	3133EKF66	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,386	-	49,844
Federal Agencies	3130AGC60	FEDERAL HOME LOAN BANK	25,000,000	2.60	2.60	4/23/19	4/23/21	54,167	-	-	54,167
Federal Agencies	3130AGC60	FEDERAL HOME LOAN BANK	25,000,000	2.60	2.60	4/23/19	4/23/21	54,167	-	-	54,167
Federal Agencies	3130AGC60	FEDERAL HOME LOAN BANK	25,000,000	2.60	2.60	4/23/19	4/23/21	54,167	-	-	54,167
Federal Agencies	3134GBJP8	FREDDIE MAC	22,000,000	1.89	2.06	11/16/17	5/3/21	34,650	2,976	-	37,626
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	5/22/18	5/10/21	39,825	1,298	-	41,123
Federal Agencies	3130ACVS0	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3130ACVS0	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3134GTU11	FREDDIE MAC	25,000,000	2.43	2.43	6/17/19	6/17/21	23,625	-	-	23,625
Federal Agencies	3134GTU11	FREDDIE MAC	25,000,000	2.43	2.43	6/17/19	6/17/21	23,625	-	-	23,625
Federal Agencies	3134GTU11	FREDDIE MAC	25,000,000	2.43	2.43	6/17/19	6/17/21	23,625	-	-	23,625
Federal Agencies	3135G0U35	FANNIE MAE	25,000,000	2.75	2.76	6/25/18	6/22/21	57,292	158	-	57,449
Federal Agencies	3134GBJ60	FREDDIE MAC	50,000,000	1.90	1.90	9/29/17	6/29/21	79,167	-	-	79,167
Federal Agencies	3134G9H26	FREDDIE MAC	-	1.50	1.86	1/25/18	6/30/21	4,733	1,126	27,406	33,266
Federal Agencies	3134G9H26	FREDDIE MAC	-	1.50	1.92	1/29/18	6/30/21	1,473	410	9,983	11,866
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	100,000,000	2.08	2.08	11/1/17	7/1/21	173,333	-	-	173,333
Federal Agencies	3134GBM25	FREDDIE MAC	50,000,000	1.92	1.92	10/2/17	7/1/21	80,000	-	-	80,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	25,000,000	1.88	1.95	9/18/17	9/13/21	39,063	1,494	-	40,556
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/7/21	28,646	-	-	28,646
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.03	10/19/18	10/19/21	62,500	523	-	63,023
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/16	10/25/21	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/16	10/25/21	17,188	-	-	17,188
Federal Agencies	3133EJTT4	FEDERAL HOME LOAN BANK	50,000,000	3.05	3.09	11/15/18	11/15/21	127,083	1,369	-	128,452
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	50,000,000	2.00	2.00	9/8/17	12/15/21	83,333	-	-	83,333
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	705	-	59,038
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	705	-	59,038
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.85	12/17/18	12/17/21	58,333	979	-	59,312
Federal Agencies	3134GSK38	FREDDIE MAC	-	3.17	3.17	12/20/18	12/20/21	41,826	-	-	41,826
Federal Agencies	3134GSK46	FREDDIE MAC	-	3.17	3.17	12/20/18	12/20/21	41,826	-	-	41,826
Federal Agencies	3134GSN27	FREDDIE MAC	-	3.13	3.13	12/21/18	12/21/21	43,472	-	-	43,472
Federal Agencies	3134GSN43	FREDDIE MAC	-	3.13	3.13	12/21/18	12/21/21	43,472	-	-	43,472
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021



# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021
Federal Agencies	3133EKA2	FEDERAL FARM CREDIT BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	478	-	44,121
Federal Agencies	3133EKB7	FEDERAL FARM CREDIT BANK	10,000,000	2.55	2.56	3/1/19	3/1/22	21,250	77	-	21,327
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	17,780,000	2.50	2.36	4/5/19	3/11/22	37,042	(1,932)	-	35,109
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	40,000,000	2.50	2.36	4/5/19	3/11/22	83,333	(4,436)	-	78,897
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	26,145,000	2.47	2.36	4/8/19	3/14/22	53,815	(2,270)	-	51,545
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	45,500,000	2.47	2.36	4/8/19	3/14/22	93,654	(3,773)	-	89,882
Federal Agencies	3130AFZK6	FEDERAL HOME LOAN BANK	-	2.90	2.90	3/28/19	3/28/22	108,750	-	-	108,750
Federal Agencies	3130AFZK6	FEDERAL HOME LOAN BANK	-	2.90	2.90	3/28/19	3/28/22	108,750	-	-	108,750
Federal Agencies	3130AG3E3	FEDERAL HOME LOAN BANK	-	2.85	2.85	3/28/19	3/28/22	106,875	-	-	106,875
Federal Agencies	3135GOT45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,229)	-	37,834
Federal Agencies	3134GTDQ3	FREDDIE MAC	50,000,000	2.75	2.75	4/12/19	4/12/22	114,583	-	-	114,583
Federal Agencies	3135GOV59	FANNIE MAE	25,000,000	2.25	2.36	4/12/19	4/12/22	46,875	2,245	-	49,120
Federal Agencies	3135GOV59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,489	-	98,239
Federal Agencies	3135GOV59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,489	-	98,239
Federal Agencies	3133EKB5	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.37	4/18/19	4/18/22	97,917	835	-	98,752
Federal Agencies	3134GTLU5	FREDDIE MAC	25,000,000	2.75	2.75	5/9/19	5/9/22	57,292	-	-	57,292
Federal Agencies	3134GTLU5	FREDDIE MAC	25,000,000	2.75	2.75	5/9/19	5/9/22	57,292	-	-	57,292
Federal Agencies	3134GTLU5	FREDDIE MAC	50,000,000	2.75	2.75	5/9/19	5/9/22	114,583	-	-	114,583
Federal Agencies	3133EKL5	FEDERAL FARM CREDIT BANK	25,000,000	2.25	2.32	5/16/19	5/16/22	46,875	1,389	-	48,264
Federal Agencies	3133EKL5	FEDERAL FARM CREDIT BANK	35,000,000	2.25	2.32	5/16/19	5/16/22	65,625	1,945	-	67,570
Federal Agencies	3130AGGK5	FEDERAL HOME LOAN BANK	25,000,000	2.65	2.65	5/23/19	5/23/22	55,208	-	-	55,208
Federal Agencies	3130AGGK5	FEDERAL HOME LOAN BANK	25,000,000	2.65	2.65	5/23/19	5/23/22	55,208	-	-	55,208
Federal Agencies	3130AGGK5	FEDERAL HOME LOAN BANK	50,000,000	2.65	2.65	5/23/19	5/23/22	110,417	-	-	110,417
Federal Agencies	3134GBQ00	FREDDIE MAC	50,000,000	2.18	2.18	5/25/17	5/25/22	90,833	-	-	90,833
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(976)	-	77,149
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	41	-	78,166
Federal Agencies	3133EJRN1	FEDERAL FARM CREDIT BANK	-	3.00	3.05	6/13/18	6/13/22	25,000	(10,269)	42,500	57,231
Federal Agencies	3134GBF72	FREDDIE MAC	50,000,000	2.01	2.01	9/15/17	6/15/22	83,750	-	-	83,750
Federal Agencies	3134GBN73	FREDDIE MAC	50,000,000	2.07	2.07	10/2/17	7/1/22	86,250	-	-	86,250
Federal Agencies	3134GBW99	FREDDIE MAC	100,000,000	2.24	2.24	11/1/17	7/1/22	186,667	-	-	186,667
Federal Agencies	3134GBXU1	FREDDIE MAC	31,575,000	2.25	2.25	7/27/17	7/27/22	59,203	-	-	59,203
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	50,000,000	2.17	2.17	9/1/17	9/1/22	90,417	-	-	90,417
Federal Agencies	3134GTEE9	FREDDIE MAC	25,000,000	2.76	2.76	4/24/19	10/24/22	57,500	-	-	57,500
Federal Agencies	3134GTEE9	FREDDIE MAC	25,000,000	2.76	2.76	4/24/19	10/24/22	57,500	-	-	57,500
Federal Agencies	3134GTEE9	FREDDIE MAC	25,000,000	2.76	2.76	4/24/19	10/24/22	57,500	-	-	57,500
Federal Agencies	3134GS5J0	FREDDIE MAC	-	3.00	3.00	3/28/19	6/28/23	225,000	-	-	225,000
Federal Agencies	3134GSY74	FREDDIE MAC	25,000,000	3.01	3.01	2/22/19	8/22/23	62,604	-	-	62,604
Federal Agencies	3134GSY74	FREDDIE MAC	25,000,000	3.01	3.01	2/22/19	8/22/23	62,604	-	-	62,604
Federal Agencies	3134GSY74	FREDDIE MAC	25,000,000	3.01	3.01	2/22/19	8/22/23	62,604	-	-	62,604
Federal Agencies	3134GTHR7	FREDDIE MAC	25,000,000	2.81	2.81	4/23/19	10/23/23	58,542	-	-	58,542
Federal Agencies	3134GTHR7	FREDDIE MAC	25,000,000	2.81	2.81	4/23/19	10/23/23	58,542	-	-	58,542
Federal Agencies	3134GTHR7	FREDDIE MAC	25,000,000	2.81	2.81	4/23/19	10/23/23	58,542	-	-	58,542
Federal Agencies	3134GSY25	FREDDIE MAC	25,000,000	3.00	3.00	2/6/19	11/6/23	62,500	-	-	62,500
Federal Agencies	3134GSY25	FREDDIE MAC	25,000,000	3.00	3.00	2/6/19	11/6/23	62,500	-	-	62,500
Federal Agencies	3134GSY25	FREDDIE MAC	25,000,000	3.00	3.00	2/6/19	11/6/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS5P6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	62,500	-	-	62,500
Federal Agencies	3134GS5P6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	62,500	-	-	62,500

Monthly Investment Earnings  
Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3134GSSP6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	62,500	-	-	62,500
Federal Agencies	3134GSSP6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	62,500	-	-	62,500
Federal Agencies	3134GST47	FREDDIE MAC	17,775,000	3.10	3.11	1/30/19	1/29/24	45,919	175	-	46,094
Federal Agencies	3134GTMN0	FREDDIE MAC	25,000,000	2.85	2.85	5/20/19	5/20/24	59,375	-	-	59,375
Federal Agencies	3134GTMN0	FREDDIE MAC	25,000,000	2.85	2.85	5/20/19	5/20/24	59,375	-	-	59,375
Federal Agencies	3134GTMN0	FREDDIE MAC	25,000,000	2.85	2.85	5/20/19	5/20/24	59,375	-	-	59,375
Subtotals			\$ 5,802,795,000				\$ 11,541,703	\$ 295,635	\$ 79,889	\$ 11,917,226	
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	\$ 4,180,000	1.80	1.57	10/5/15	7/1/19	\$ 6,256	\$ (757)	\$ -	\$ 5,499
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	16,325,000	1.80	1.56	10/2/15	7/1/19	24,433	(2,997)	-	21,437
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	4/23/15	10/1/19	43,130	(31,767)	-	11,364
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL A	18,000,000	1.45	1.45	8/16/16	5/1/20	21,690	-	-	21,690
State/Local Agencies	13063DGA0	CALIFORNIA ST	33,000,000	2.80	2.80	4/25/18	4/1/21	77,000	(37)	-	76,963
State/Local Agencies	13066TYT5	CALIFORNIA ST DEPT OF WTR RESO	27,962,641	1.71	2.30	2/6/17	5/1/21	39,917	9,187	-	49,104
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUES	1,769,000	1.91	1.40	8/9/16	5/15/21	2,816	(719)	-	2,097
Subtotals			\$ 109,736,641				\$ 215,242	\$ (27,089)	\$ -	\$ 188,153	
Public Time Deposits	PP9N2NML7	SAN FRANCISCO CREDIT UNION	\$ -	2.42	2.42	12/5/18	6/4/19	\$ 1,991	\$ -	\$ -	\$ 1,991
Public Time Deposits	PP041MX54	BANK OF SAN FRANCISCO	-	2.58	2.58	12/11/18	6/11/19	3,583	-	-	3,583
Public Time Deposits	PP9N20S31	BRIDGE BANK	-	2.41	2.41	12/24/18	6/24/19	15,188	-	-	15,188
Public Time Deposits	PP9F99QR1	BRIDGE BANK	10,000,000	2.55	2.55	3/26/19	9/26/19	20,959	-	-	20,959
Public Time Deposits	PP9J6D723	SAN FRANCISCO CREDIT UNION	10,000,000	2.32	2.32	6/4/19	12/4/19	17,162	-	-	17,162
Public Time Deposits	PPEQ338W9	BANK OF SAN FRANCISCO	5,000,000	2.24	2.24	6/11/19	12/11/19	6,137	-	-	6,137
Public Time Deposits	PPQD3GI13	BRIDGE BANK	10,000,000	2.23	2.23	6/24/19	12/23/19	4,277	-	-	4,277
Subtotals			\$ 35,000,000				\$ 69,296	\$ -	\$ -	\$ 69,296	
Negotiable CDs	78012UDX0	ROYAL BANK OF CANADA NY	\$ -	2.77	2.77	6/4/18	6/4/19	\$ 11,530	\$ -	\$ -	\$ 11,530
Negotiable CDs	25215FDL5	DEXIA CREDIT LOCAL SA NY	-	2.75	2.75	6/7/18	6/7/19	18,314	-	-	18,314
Negotiable CDs	89114MJ81	TORONTO DOMINION BANK NY	-	2.46	2.46	5/17/19	6/10/19	30,750	-	-	30,750
Negotiable CDs	25215FDY7	DEXIA CREDIT LOCAL SA NY	-	2.62	2.62	8/10/18	6/14/19	47,306	-	-	47,306
Negotiable CDs	89114MAX5	TORONTO DOMINION BANK NY	-	2.61	2.61	8/13/18	6/14/19	47,125	-	-	47,125
Negotiable CDs	06370RHT9	BANK OF MONTREAL CHICAGO	-	2.64	2.64	9/7/18	6/24/19	67,467	-	-	67,467
Negotiable CDs	78012UGS8	ROYAL BANK OF CANADA NY	-	2.65	2.65	8/31/18	6/24/19	84,653	-	-	84,653
Negotiable CDs	62478TW54	MUFG UNION BANK NA	-	2.61	2.61	2/27/19	6/25/19	69,600	-	-	69,600
Negotiable CDs	89114MF85	TORONTO DOMINION BANK NY	-	2.50	2.50	5/1/19	6/28/19	93,750	-	-	93,750
Negotiable CDs	06370RMN6	BANK OF MONTREAL CHICAGO	50,000,000	2.76	2.76	10/15/18	7/1/19	115,000	-	-	115,000
Negotiable CDs	25215FEF7	DEXIA CREDIT LOCAL SA NY	50,000,000	2.82	2.82	11/14/18	7/1/19	117,500	-	-	117,500
Negotiable CDs	89114MAY3	TORONTO DOMINION BANK NY	50,000,000	2.63	2.63	8/13/18	7/1/19	109,583	-	-	109,583
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	50,000,000	2.64	2.64	8/21/18	7/1/19	110,000	-	-	110,000
Negotiable CDs	89114MKR7	TORONTO DOMINION BANK NY	50,000,000	2.93	2.93	11/5/18	7/1/19	122,083	-	-	122,083
Negotiable CDs	63873NB67	NATIXIS NY BRANCH	25,000,000	2.98	2.98	12/19/18	7/22/19	62,083	-	-	62,083
Negotiable CDs	06370RSD2	BANK OF MONTREAL CHICAGO	50,000,000	2.88	2.88	12/19/18	7/25/19	120,000	-	-	120,000
Negotiable CDs	06370RUD9	BANK OF MONTREAL CHICAGO	50,000,000	2.63	2.63	2/5/19	8/5/19	109,583	-	-	109,583
Negotiable CDs	78012UL41	ROYAL BANK OF CANADA NY	50,000,000	2.94	2.94	12/12/18	8/30/19	122,500	-	-	122,500
Negotiable CDs	06417G4V7	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.65	2.65	2/8/19	9/6/19	110,417	-	-	110,417
Negotiable CDs	89114MS99	TORONTO DOMINION BANK NY	50,000,000	2.35	2.35	6/20/19	9/16/19	35,903	-	-	35,903
Negotiable CDs	89114MWS2	TORONTO DOMINION BANK NY	50,000,000	2.59	2.59	3/8/19	9/18/19	53,958	-	-	53,958
Negotiable CDs	78012UKW4	ROYAL BANK OF CANADA NY	50,000,000	3.01	3.01	12/7/18	10/25/19	125,417	-	-	125,417
Negotiable CDs	89114MPG6	TORONTO DOMINION BANK NY	25,000,000	3.06	3.06	12/6/18	10/25/19	63,750	-	-	63,750
Negotiable CDs	89114MLP0	TORONTO DOMINION BANK NY	50,000,000	3.08	3.08	11/9/18	10/28/19	128,333	-	-	128,333
Negotiable CDs	06370RNN5	BANK OF MONTREAL CHICAGO	50,000,000	3.10	3.10	11/6/18	11/6/19	129,167	-	-	129,167
Negotiable CDs	96130AAN8	WESTPAC BANKING CORP NY	50,000,000	3.10	3.10	11/8/18	11/8/19	129,167	-	-	129,167
Negotiable CDs	96130AAT5	WESTPAC BANKING CORP NY	50,000,000	3.08	3.08	11/14/18	11/14/19	128,333	-	-	128,333
Negotiable CDs	89114MME4	TORONTO DOMINION BANK NY	25,000,000	3.10	3.10	11/19/18	11/19/19	64,583	-	-	64,583
Negotiable CDs	78012UKB0	ROYAL BANK OF CANADA NY	50,000,000	3.07	3.07	11/26/18	11/25/19	127,917	-	-	127,917
Negotiable CDs	96130AAZ1	WESTPAC BANKING CORP NY	50,000,000	3.06	3.06	11/29/18	11/27/19	127,500	-	-	127,500

# Monthly Investment Earnings

## Pooled Fund

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Negotiable CDs	06370RPG8	BANK OF MONTREAL CHICAGO	50,000,000	3.12	3.12	12/3/18	12/3/19	130,000	-	-	130,000
Negotiable CDs	89114MPF8	TORONTO DOMINION BANK NY	50,000,000	3.10	3.10	12/6/18	12/6/19	129,167	-	-	129,167
Negotiable CDs	96130ABE7	WESTPAC BANKING CORP NY	50,000,000	3.05	3.05	12/7/18	12/6/19	127,083	-	-	127,083
Negotiable CDs	06370RQD4	BANK OF MONTREAL CHICAGO	50,000,000	3.06	3.06	12/6/18	12/9/19	127,500	-	-	127,500
Negotiable CDs	06370RQZ5	BANK OF MONTREAL CHICAGO	50,000,000	3.06	3.06	12/10/18	12/11/19	127,500	-	-	127,500
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	50,000,000	3.00	3.00	1/11/19	1/6/20	125,000	-	-	125,000
Negotiable CDs	78012UNB7	ROYAL BANK OF CANADA NY	25,000,000	2.57	2.57	4/8/19	1/6/20	53,542	-	-	53,542
Negotiable CDs	78012UNC5	ROYAL BANK OF CANADA NY	25,000,000	2.57	2.57	4/8/19	1/8/20	53,542	-	-	53,542
Negotiable CDs	89114MB30	TORONTO DOMINION BANK NY	50,000,000	2.60	2.60	4/8/19	1/17/20	108,333	-	-	108,333
Negotiable CDs	06417G6G8	BANK OF NOVA SCOTIA HOUS	50,000,000	2.57	2.57	4/25/19	2/3/20	107,083	-	-	107,083
Negotiable CDs	89114MF36	TORONTO DOMINION BANK NY	50,000,000	2.56	2.56	4/24/19	2/3/20	106,667	-	-	106,667
Negotiable CDs	06417G6H6	BANK OF NOVA SCOTIA HOUS	50,000,000	2.57	2.57	4/25/19	2/5/20	107,083	-	-	107,083
Negotiable CDs	06417G6K9	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.56	2.56	4/29/19	2/6/20	106,667	-	-	106,667
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	50,000,000	2.71	2.71	2/15/19	2/14/20	112,917	-	-	112,917
Negotiable CDs	06417G6L7	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.57	2.57	4/29/19	2/19/20	107,083	-	-	107,083
Negotiable CDs	06417G6V5	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.57	2.57	5/6/19	2/21/20	107,083	-	-	107,083
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	50,000,000	2.70	2.70	3/6/19	2/26/20	112,500	-	-	112,500
Negotiable CDs	06370RUV9	BANK OF MONTREAL CHICAGO	50,000,000	2.68	2.68	3/1/19	3/2/20	111,667	-	-	111,667
Negotiable CDs	06370RVN6	BANK OF MONTREAL CHICAGO	50,000,000	2.70	2.70	3/5/19	3/2/20	112,500	-	-	112,500
Negotiable CDs	78012JMY8	ROYAL BANK OF CANADA NY	50,000,000	2.58	2.58	4/4/19	3/25/20	107,500	-	-	107,500
Negotiable CDs	78012UMZ5	ROYAL BANK OF CANADA NY	50,000,000	2.58	2.58	4/4/19	3/30/20	107,500	-	-	107,500
Negotiable CDs	06370RYS2	BANK OF MONTREAL CHICAGO	65,000,000	2.60	2.60	4/11/19	4/13/20	140,833	-	-	140,833
<b>Subtotals</b>			<b>\$ 2,015,000,000</b>				<b>\$ 5,112,022</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$ 5,112,022</b>
Commercial Paper	62479MTR4	MUFG BANK LTD NY	\$	0.00	2.76	10/15/18	6/25/19	\$	72,267	\$	72,267
Commercial Paper	89233HTR5	TOYOTA MOTOR CREDIT CORP	-	0.00	2.74	10/15/18	6/25/19	-	89,667	-	89,667
Commercial Paper	62479MTS2	MUFG BANK LTD NY	-	0.00	2.92	11/6/18	6/26/19	-	99,653	-	99,653
Commercial Paper	62479MU19	MUFG BANK LTD NY	30,000,000	0.00	2.53	5/3/19	7/1/19	-	63,000	-	63,000
Commercial Paper	62479MU19	MUFG BANK LTD NY	50,000,000	0.00	2.97	11/13/18	7/1/19	-	121,250	-	121,250
Commercial Paper	62479MU19	MUFG BANK LTD NY	50,000,000	0.00	2.95	11/15/18	7/1/19	-	120,833	-	120,833
Commercial Paper	62479MU19	MUFG BANK LTD NY	50,000,000	0.00	2.95	11/19/18	7/1/19	-	120,833	-	120,833
Commercial Paper	63873KU13	NATIXIS NY BRANCH	25,000,000	0.00	2.92	11/26/18	7/1/19	-	59,792	-	59,792
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.75	10/11/18	7/1/19	-	112,500	-	112,500
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.85	11/16/18	7/1/19	-	116,667	-	116,667
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.88	11/26/18	7/1/19	-	117,917	-	117,917
Commercial Paper	62479MU84	MUFG BANK LTD NY	40,000,000	0.00	2.95	11/28/18	7/8/19	-	96,667	-	96,667
Commercial Paper	62479MU84	MUFG BANK LTD NY	50,000,000	0.00	2.95	11/27/18	7/8/19	-	120,833	-	120,833
Commercial Paper	62479MU84	MUFG BANK LTD NY	30,000,000	0.00	2.92	12/7/18	7/10/19	-	71,750	-	71,750
Commercial Paper	89233HUB8	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.37	6/26/19	7/11/19	-	16,458	-	16,458

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Commercial Paper	63873KUN5	NATIXIS NY BRANCH	50,000,000	0.00	2.97	12/11/18	7/22/19	-	121,667	-	121,667
Commercial Paper	62479MUQ4	MUFG BANK LTD NY	40,000,000	0.00	2.91	12/27/18	7/24/19	-	95,333	-	95,333
Commercial Paper	25214PNB5	DEXIA CREDIT LOCAL SA NY	15,000,000	0.00	2.81	1/3/19	8/5/19	-	34,500	-	34,500
Commercial Paper	25214PNC3	DEXIA CREDIT LOCAL SA NY	40,000,000	0.00	2.81	1/3/19	8/6/19	-	92,000	-	92,000
Commercial Paper	62479MV75	MUFG BANK LTD NY	50,000,000	0.00	2.74	1/29/19	8/7/19	-	112,500	-	112,500
Commercial Paper	62479MVK6	MUFG BANK LTD NY	25,000,000	0.00	2.65	2/25/19	8/19/19	-	54,583	-	54,583
Commercial Paper	62479MV77	MUFG BANK LTD NY	25,000,000	0.00	2.35	6/28/19	8/27/19	-	4,875	-	4,875
Commercial Paper	89233HW42	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.60	3/11/19	9/4/19	-	107,083	-	107,083
Commercial Paper	25214PNZ2	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.59	2/26/19	9/16/19	-	106,250	-	106,250
Commercial Paper	62479MWJ8	MUFG BANK LTD NY	11,000,000	0.00	2.62	4/4/19	9/18/19	-	23,742	-	23,742
Commercial Paper	62479MWQ2	MUFG BANK LTD NY	12,000,000	0.00	2.62	4/4/19	9/24/19	-	25,900	-	25,900
Commercial Paper	62479MWQ2	MUFG BANK LTD NY	25,000,000	0.00	2.32	6/28/19	9/24/19	-	4,813	-	4,813
Commercial Paper	89233HWQ3	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.61	3/12/19	9/24/19	-	107,083	-	107,083
Commercial Paper	62479MW/S8	MUFG BANK LTD NY	30,000,000	0.00	2.32	6/28/19	9/26/19	-	5,775	-	5,775
Commercial Paper	62479MX40	MUFG BANK LTD NY	20,000,000	0.00	2.63	4/4/19	10/4/19	-	43,333	-	43,333
Commercial Paper	25214PNV1	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.67	2/5/19	10/28/19	-	109,167	-	109,167
<b>Subtotals</b>			<b>\$ 1,068,000,000</b>					<b>\$ -</b>	<b>\$ 2,448,690</b>	<b>\$ -</b>	<b>\$ 2,448,690</b>
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	\$ 9,650,000	1.90	2.62	6/20/18	11/1/19	\$ 15,279	\$ 5,587	\$ -	\$ 20,866
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	20,000,000	2.20	2.25	1/11/18	1/10/20	36,667	733	-	37,399
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	5,000,000	3.05	3.08	1/8/19	1/8/21	12,708	123	-	12,831
<b>Subtotals</b>			<b>\$ 34,650,000</b>					<b>\$ 64,654</b>	<b>\$ 6,443</b>	<b>\$ -</b>	<b>\$ 71,097</b>
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	\$ 60,321,295	2.25	2.25	6/30/19	7/1/19	\$ 37,504	\$ -	\$ -	\$ 37,504
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRN	217,290,455	2.29	2.29	6/30/19	7/1/19	200,518	-	-	200,518
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	60,387,150	2.26	2.26	6/30/19	7/1/19	37,168	-	-	37,168
Money Market Funds	31607A703	FIDELITY INST GOV FUND	546,724,125	2.30	2.30	6/30/19	7/1/19	934,381	-	-	934,381
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	61,195,078	2.27	2.27	6/30/19	7/1/19	86,473	-	-	86,473
<b>Subtotals</b>			<b>\$ 945,918,104</b>					<b>\$ 1,296,044</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,296,044</b>
Supranationals	459058EV1	INTL BK RECON & DEVELOP	\$ 10,000,000	1.25	2.47	6/28/18	7/26/19	\$ 10,417	\$ 9,870	\$ -	\$ 20,287
Supranationals	4581X0B33	INTER-AMERICAN DEVEL BK	44,716,000	1.13	3.93	11/5/18	9/12/19	41,959	59,310	-	101,268
Supranationals	459058FQ1	INTL BK RECON & DEVELOP	50,000,000	1.20	1.75	11/6/17	9/30/19	50,000	22,342	-	72,342
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	25,000,000	1.30	1.56	6/2/17	10/25/19	27,083	5,314	-	32,398
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	29,300,000	1.30	1.56	6/2/17	10/25/19	31,742	6,228	-	37,970
Supranationals	459052RX6	IBRD DISCOUNT NOTE	20,000,000	0.00	2.42	4/24/19	1/17/20	-	39,667	-	39,667
Supranationals	459052SC1	IBRD DISCOUNT NOTE	40,000,000	0.00	2.42	4/24/19	1/22/20	-	79,333	-	79,333
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	50,000,000	1.88	1.94	3/21/17	4/21/20	78,167	1,158	-	79,325
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	10,000,000	1.63	2.72	5/17/18	5/12/20	13,542	8,704	-	22,246
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	25,000,000	1.63	1.72	4/12/17	5/12/20	33,854	1,579	-	35,433
Supranationals	459058GA5	INTL BK RECON & DEVELOP	50,000,000	1.63	1.64	8/29/17	9/4/20	67,750	286	-	68,036
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	1.97	11/9/17	11/9/20	81,250	958	-	82,208
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	2.15	12/20/17	11/9/20	81,250	8,005	-	89,255
Supranationals	45905UQ80	INTERNATIONAL FINANCE CORP	50,000,000	2.25	2.35	1/25/18	1/25/21	93,750	4,024	-	97,774
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	45,000,000	2.63	2.70	4/19/18	4/19/21	98,438	2,710	-	101,147
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	50,000,000	2.63	2.84	5/16/18	4/19/21	109,375	8,588	-	117,963
Supranationals	45905KCJ7	INTERNATIONAL FINANCE CORP	12,135,000	1.13	2.97	5/23/18	7/20/21	11,387	16,587	-	27,974
Supranationals	459058GH0	INTL BK RECON & DEVELOP	50,000,000	2.75	2.85	7/25/18	7/23/21	114,583	3,208	-	117,792
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	25,000,000	2.60	2.60	6/28/19	6/28/24	5,417	-	-	5,417
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	25,000,000	2.60	2.60	6/28/19	6/28/24	5,417	-	-	5,417
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	25,000,000	2.60	2.60	6/28/19	6/28/24	5,417	-	-	5,417
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	25,000,000	2.60	2.60	6/28/19	6/28/24	5,417	-	-	5,417
Supranationals	459058GY3	INTL BK RECON & DEVELOPMENT	100,000,000	2.60	2.60	6/28/19	6/28/24	21,667	-	-	21,667
<b>Subtotals</b>			<b>\$ 861,151,000</b>					<b>\$ 987,879</b>	<b>\$ 277,872</b>	<b>\$ -</b>	<b>\$ 1,265,750</b>
<b>Grand Totals</b>			<b>\$ 11,597,250,745</b>					<b>\$ 20,302,381</b>	<b>\$ 3,485,368</b>	<b>\$ 79,889</b>	<b>\$ 23,867,638</b>

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

# Investment Transactions

## Pooled Fund

For month ended June 30, 2019

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/4/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	\$ 100,000,000	2.29	2.29	\$ 100.00	\$ -	\$ 100,000,000
Purchase	6/4/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	83,000,000	2.30	2.30	100.00	-	83,000,000
Purchase	6/4/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	2.27	2.27	100.00	-	50,000,000
Purchase	6/4/2019	12/4/2019	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PP9J6D723	10,000,000	2.32	2.32	100.00	-	10,000,000
Purchase	6/6/2019	6/25/2019	U.S. Treasuries	TREASURY BILL	912796VH9	50,000,000	0.00	2.27	99.88	-	49,940,044
Purchase	6/7/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	80,000,000	2.29	2.29	100.00	-	80,000,000
Purchase	6/11/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	60,000,000	2.27	2.27	100.00	-	60,000,000
Purchase	6/11/2019	12/1/2019	Public Time Deposits	BANK OF SAN FRANCISCO	PPEQ338W9	5,000,000	2.24	2.24	100.00	-	5,000,000
Purchase	6/12/2020	6/12/2020	Federal Agencies	FREDDIE MAC	3134GTTV5	100,000,000	2.40	2.40	100.00	-	100,000,000
Purchase	6/13/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	40,000,000	2.29	2.29	100.00	-	40,000,000
Purchase	6/14/2019	7/1/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	50,000,000	2.25	2.25	100.00	-	50,000,000
Purchase	6/14/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	50,000,000	2.29	2.29	100.00	-	50,000,000
Purchase	6/14/2019	7/1/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	47,000,000	2.26	2.26	100.00	-	47,000,000
Purchase	6/14/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	2.27	2.27	100.00	-	50,000,000
Purchase	6/17/2019	6/17/2021	Federal Agencies	FREDDIE MAC	3134GTUN1	25,000,000	2.43	2.43	100.00	-	25,000,000
Purchase	6/17/2019	6/17/2021	Federal Agencies	FREDDIE MAC	3134GTUN1	25,000,000	2.43	2.43	100.00	-	25,000,000
Purchase	6/17/2019	6/17/2021	Federal Agencies	FREDDIE MAC	3134GTUN1	25,000,000	2.43	2.43	100.00	-	25,000,000
Purchase	6/20/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	2.30	2.30	100.00	-	50,000,000
Purchase	6/20/2019	9/16/2019	Negotiable CDs	TORONTO DOMINION BANK NY	89114MS99	50,000,000	2.35	2.35	100.00	-	50,000,000
Purchase	6/24/2019	6/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HH5	25,000,000	0.00	2.25	99.99	-	24,998,438
Purchase	6/24/2019	6/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HH5	25,000,000	0.00	2.25	99.99	-	24,998,438
Purchase	6/24/2019	12/23/2019	Public Time Deposits	BRIDGE BANK	PPQD3GI13	10,000,000	2.23	2.23	100.00	-	10,000,000
Purchase	6/25/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	99.99	-	49,996,833
Purchase	6/25/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	99.99	-	49,996,833
Purchase	6/25/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	99.99	-	49,996,833
Purchase	6/25/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	99.99	-	49,996,833
Purchase	6/26/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	99.99	-	49,996,875
Purchase	6/26/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	99.99	-	49,996,875
Purchase	6/26/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	99.99	-	49,996,875
Purchase	6/26/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	99.99	-	49,996,875
Purchase	6/26/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	2.30	2.30	100.00	-	50,000,000
Purchase	6/26/2019	7/1/2019	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HUB8	50,000,000	0.00	2.37	99.90	-	49,950,625
Purchase	6/27/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	150,000,000	2.29	2.29	100.00	-	150,000,000
Purchase	6/27/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	100,000,000	2.30	2.30	100.00	-	100,000,000
Purchase	6/28/2019	7/1/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	50,000,000	2.25	2.25	100.00	-	50,000,000
Purchase	6/28/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	50,000,000	2.29	2.29	100.00	-	50,000,000
Purchase	6/28/2019	7/1/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	50,000,000	2.26	2.26	100.00	-	50,000,000
Purchase	6/28/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	70,000,000	2.30	2.30	100.00	-	70,000,000
Purchase	6/28/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	2.27	2.27	100.00	-	50,000,000
Purchase	6/28/2019	8/27/2019	Commercial Paper	MUFG BANK LTD NY	62479MVV7	25,000,000	0.00	2.35	99.61	-	24,902,500
Purchase	6/28/2019	9/24/2019	Commercial Paper	MUFG BANK LTD NY	62479MVQ2	25,000,000	0.00	2.32	99.42	-	24,858,833
Purchase	6/28/2019	9/26/2019	Commercial Paper	MUFG BANK LTD NY	62479MVW8	30,000,000	0.00	2.32	99.42	-	29,826,750
Purchase	6/28/2019	6/28/2024	Supranationals	INTL BK RECON & DEVELOPM	459058GY3	25,000,000	2.60	2.60	100.00	-	25,000,000
Purchase	6/28/2019	6/28/2024	Supranationals	INTL BK RECON & DEVELOPM	459058GY3	25,000,000	2.60	2.60	100.00	-	25,000,000
Purchase	6/28/2019	6/28/2024	Supranationals	INTL BK RECON & DEVELOPM	459058GY3	25,000,000	2.60	2.60	100.00	-	25,000,000
Purchase	6/28/2019	6/28/2024	Supranationals	INTL BK RECON & DEVELOPM	459058GY3	25,000,000	2.60	2.60	100.00	-	25,000,000
Purchase	6/28/2019	6/28/2024	Supranationals	INTL BK RECON & DEVELOPM	459058GY3	100,000,000	2.60	2.60	100.00	-	100,000,000
Purchase	6/30/2019	7/1/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	37,504	2.25	2.25	100.00	-	37,504
Purchase	6/30/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	200,518	2.29	2.29	100.00	-	200,518
Purchase	6/30/2019	7/1/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	37,168	2.26	2.26	100.00	-	37,168

# Investment Transactions

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/30/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	934,381	2.30	2.30	100.00	-	934,381
Purchase	6/30/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	86,473	2.27	2.27	100.00	-	86,473
<b>Subtotals</b>						<b>\$2,386,296,044</b>	<b>1.67</b>	<b>2.32</b>	<b>\$ 99.98</b>	<b>\$</b>	<b>\$2,385,743,338</b>
Sale	6/3/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	\$	2.30	2.30	\$ 100.00	\$	\$ 20,000,000
Sale	6/6/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	55,000,000	2.29	2.29	100.00	-	55,000,000
Sale	6/10/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	70,000,000	2.29	2.29	100.00	-	70,000,000
Sale	6/12/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	35,000,000	2.29	2.29	100.00	-	35,000,000
Sale	6/12/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	2.27	2.27	100.00	-	50,000,000
Sale	6/17/2019	7/1/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	50,000,000	2.25	2.25	100.00	-	50,000,000
Sale	6/17/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	160,000,000	2.29	2.29	100.00	-	160,000,000
Sale	6/17/2019	7/1/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	47,000,000	2.26	2.26	100.00	-	47,000,000
Sale	6/17/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	175,000,000	2.30	2.30	100.00	-	175,000,000
Sale	6/17/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	110,000,000	2.27	2.27	100.00	-	110,000,000
Sale	6/19/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	60,000,000	2.30	2.30	100.00	-	60,000,000
Sale	6/21/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	75,000,000	2.30	2.30	100.00	-	75,000,000
<b>Subtotals</b>						<b>\$ 907,000,000</b>	<b>2.28</b>	<b>2.28</b>	<b>\$ 100.00</b>	<b>\$</b>	<b>\$ 907,000,000</b>
Call	6/13/2019	6/13/2022	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJRN1	\$	3.00	3.05	100.00	\$	\$ 25,000,000
Call	6/20/2019	12/20/2021	Federal Agencies	FREDDIE MAC	3134GSK38	25,000,000	3.17	3.17	100.00	-	25,000,000
Call	6/20/2019	12/20/2021	Federal Agencies	FREDDIE MAC	3134GSK46	25,000,000	3.17	3.17	100.00	-	25,000,000
Call	6/21/2019	12/21/2021	Federal Agencies	FREDDIE MAC	3134GSN27	25,000,000	3.13	3.13	100.00	-	25,000,000
Call	6/21/2019	12/21/2021	Federal Agencies	FREDDIE MAC	3134GSN43	25,000,000	3.13	3.13	100.00	-	25,000,000
Call	6/23/2019	9/23/2019	Federal Agencies	FREDDIE MAC	3134GAHR8	25,000,000	2.50	2.50	100.00	-	25,000,000
Call	6/28/2019	3/28/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AFZK6	50,000,000	2.90	2.90	100.00	362,500	50,362,500
Call	6/28/2019	3/28/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AFZK6	50,000,000	2.90	2.90	100.00	362,500	50,362,500
Call	6/28/2019	3/28/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AG3E3	50,000,000	2.85	2.85	100.00	356,250	50,356,250
Call	6/28/2019	6/28/2023	Federal Agencies	FREDDIE MAC	3134GSSJ0	100,000,000	3.00	3.00	100.00	-	100,000,000
Call	6/30/2019	6/30/2021	Federal Agencies	FREDDIE MAC	3134GSH26	1,219,000	1.50	1.92	100.00	-	1,219,000
Call	6/30/2019	6/30/2021	Federal Agencies	FREDDIE MAC	3134GSH26	3,917,000	1.50	1.86	100.00	-	3,917,000
<b>Subtotals</b>						<b>\$ 405,136,000</b>	<b>2.94</b>	<b>2.95</b>	<b>\$ -</b>	<b>\$ 1,081,250</b>	<b>\$ 406,217,250</b>
Maturity	6/4/2019	6/4/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UDX0	\$	2.77	2.77	100.00	\$	50,107,611
Maturity	6/4/2019	6/4/2019	U.S. Treasuries	TREASURY BILL	912796VE6	50,000,000	0.00	2.39	100.00	-	50,000,000
Maturity	6/4/2019	6/4/2019	U.S. Treasuries	TREASURY BILL	912796VE6	50,000,000	0.00	2.39	100.00	-	50,000,000
Maturity	6/4/2019	6/4/2019	U.S. Treasuries	TREASURY BILL	912796VE6	50,000,000	0.00	2.38	100.00	-	50,000,000
Maturity	6/4/2019	6/4/2019	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PP9N2NML7	10,000,000	2.42	2.42	100.00	62,689	10,062,689
Maturity	6/6/2019	6/6/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130AEFB1	12,450,000	2.25	2.34	100.00	140,063	12,590,063
Maturity	6/7/2019	6/7/2019	Negotiable CDs	DEXIA CREDIT LOCAL SA NY	25215FDL5	40,000,000	2.75	2.75	100.00	94,623	40,094,623
Maturity	6/10/2019	6/10/2019	Negotiable CDs	TORONTO DOMINION BANK NY	89114MJ81	50,000,000	2.46	2.46	100.00	82,000	50,082,000
Maturity	6/11/2019	6/11/2019	U.S. Treasuries	TREASURY BILL	912796VF3	50,000,000	0.00	2.38	100.00	-	50,000,000
Maturity	6/11/2019	6/11/2019	U.S. Treasuries	TREASURY BILL	912796VF3	50,000,000	0.00	2.38	100.00	-	50,000,000
Maturity	6/11/2019	6/11/2019	Public Time Deposits	BANK OF SAN FRANCISCO	PP041MX54	5,000,000	2.58	2.58	100.00	32,967	5,032,967
Maturity	6/12/2019	6/12/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHRM1	50,000,000	1.38	1.38	100.00	343,750	50,343,750
Maturity	6/14/2019	6/14/2019	Negotiable CDs	DEXIA CREDIT LOCAL SA NY	25215FDY7	50,000,000	2.62	2.62	100.00	1,120,778	51,120,778
Maturity	6/14/2019	6/14/2019	Federal Agencies	FEDERAL HOME LOAN BANK	313379EE5	25,000,000	1.63	1.41	100.00	203,125	25,203,125
Maturity	6/14/2019	6/14/2019	Federal Agencies	FEDERAL HOME LOAN BANK	313379EE5	25,000,000	1.63	1.38	100.00	203,125	25,203,125
Maturity	6/14/2019	6/14/2019	Federal Agencies	FEDERAL HOME LOAN BANK	313379EE5	35,750,000	1.63	1.43	100.00	290,469	36,040,469
Maturity	6/14/2019	6/14/2019	Federal Agencies	FREDDIE MAC	3134GQW00	50,000,000	1.28	1.28	100.00	320,000	50,320,000
Maturity	6/14/2019	6/14/2019	Negotiable CDs	TORONTO DOMINION BANK NY	89114MAX5	50,000,000	2.61	2.61	100.00	1,105,625	51,105,625
Maturity	6/20/2019	6/20/2019	U.S. Treasuries	TREASURY BILL	912796QM4	40,000,000	0.00	2.45	100.00	-	40,000,000
Maturity	6/24/2019	6/24/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RHT9	40,000,000	2.64	2.64	100.00	850,667	40,850,667
Maturity	6/24/2019	6/24/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UGS8	50,000,000	2.65	2.65	100.00	1,093,125	51,093,125
Maturity	6/24/2019	6/24/2019	Public Time Deposits	BRIDGE BANK	PP9N20S31	10,000,000	2.41	2.41	100.00	127,141	10,127,141

# Investment Transactions

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	6/25/2019	6/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HH5	25,000,000	0.00	2.25	100.00	-	25,000,000
Maturity	6/25/2019	6/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HH5	25,000,000	0.00	2.25	100.00	-	25,000,000
Maturity	6/25/2019	6/25/2019	Negotiable CDs	MUFG UNION BANK NA	62478TW54	40,000,000	2.61	2.61	100.00	342,200	40,342,200
Maturity	6/25/2019	6/25/2019	Commercial Paper	MUFG BANK LTD NY	62479MTR4	40,000,000	0.00	2.76	100.00	-	40,000,000
Maturity	6/25/2019	6/25/2019	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HTR5	50,000,000	0.00	2.74	100.00	-	50,000,000
Maturity	6/25/2019	6/25/2019	U.S. Treasuries	TREASURY BILL	912796VH9	50,000,000	0.00	2.27	100.00	-	50,000,000
Maturity	6/26/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	100.00	-	50,000,000
Maturity	6/26/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	100.00	-	50,000,000
Maturity	6/26/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	100.00	-	50,000,000
Maturity	6/26/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	100.00	-	50,000,000
Maturity	6/26/2019	6/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HJ1	50,000,000	0.00	2.28	100.00	-	50,000,000
Maturity	6/26/2019	6/26/2019	Commercial Paper	MUFG BANK LTD NY	62479MTR5	50,000,000	0.00	2.92	100.00	-	50,000,000
Maturity	6/27/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	100.00	-	50,000,000
Maturity	6/27/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	100.00	-	50,000,000
Maturity	6/27/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	100.00	-	50,000,000
Maturity	6/27/2019	6/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384HK8	50,000,000	0.00	2.25	100.00	-	50,000,000
Maturity	6/28/2019	6/28/2019	Negotiable CDs	TORONTO DOMINION BANK NY	89114MF85	50,000,000	0.00	2.50	100.00	201,389	50,201,389
<b>Subtotals</b>						<b>\$1,623,200,000</b>	<b>0.90</b>	<b>2.33</b>	<b>\$</b>	<b>- \$ 6,721,346</b>	<b>\$1,629,921,346</b>

Interest	6/1/2019	7/1/2020	Federal Agencies	FREDDIE MAC	3134GB5M0	\$	1.96	1.96	0.00	0.00	\$	490,000
Interest	6/2/2019	12/2/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	2.64	2.64	0.00	0.00		113,688
Interest	6/2/2019	11/2/2020	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	2.68	2.68	0.00	0.00		57,705
Interest	6/2/2019	6/2/2022	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHL7	50,000,000	1.88	1.85	0.00	0.00		468,750
Interest	6/2/2019	6/2/2022	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHL7	50,000,000	1.88	1.85	0.00	0.00		468,750
Interest	6/9/2019	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	2.65	2.65	0.00	0.00		57,000
Interest	6/9/2019	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	2.65	2.65	0.00	0.00		57,000
Interest	6/11/2019	12/11/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3UQ5	10,000,000	1.88	2.02	0.00	0.00		93,750
Interest	6/13/2019	12/13/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130A0JR2	11,360,000	2.38	1.90	0.00	0.00		134,900
Interest	6/13/2019	12/13/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130A0JR2	20,000,000	2.38	1.90	0.00	0.00		237,500
Interest	6/13/2019	12/13/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130A0JR2	40,000,000	2.38	1.90	0.00	0.00		475,000
Interest	6/13/2019	6/13/2022	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJRN1	25,000,000	3.00	3.05	0.00	0.00		375,000
Interest	6/15/2019	6/15/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHNK5	25,000,000	1.54	1.54	0.00	0.00		192,500
Interest	6/15/2019	6/15/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHNK5	26,900,000	1.54	1.55	0.00	0.00		207,130
Interest	6/15/2019	6/15/2020	U.S. Treasuries	US TREASURY	912828XU9	50,000,000	1.50	1.51	0.00	0.00		375,000
Interest	6/15/2019	6/15/2020	U.S. Treasuries	US TREASURY	912828XU9	50,000,000	1.50	2.39	0.00	0.00		375,000
Interest	6/15/2019	6/15/2020	U.S. Treasuries	US TREASURY	912828XU9	100,000,000	1.50	2.67	0.00	0.00		750,000
Interest	6/15/2019	12/15/2020	Federal Agencies	FARMER MAC	3132X0ZY0	12,750,000	2.05	2.07	0.00	0.00		130,688
Interest	6/15/2019	6/15/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACVS0	50,000,000	2.13	2.13	0.00	0.00		532,500
Interest	6/15/2019	6/15/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACVS0	50,000,000	2.13	2.13	0.00	0.00		532,500
Interest	6/15/2019	12/15/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACB60	50,000,000	2.00	2.00	0.00	0.00		500,000
Interest	6/17/2019	12/17/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3B3	25,000,000	2.80	2.84	0.00	0.00		350,000
Interest	6/17/2019	12/17/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3B3	25,000,000	2.80	2.84	0.00	0.00		350,000
Interest	6/17/2019	12/17/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3B3	25,000,000	2.80	2.85	0.00	0.00		350,000
Interest	6/20/2019	8/20/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX67	50,000,000	2.56	2.56	0.00	0.00		110,249
Interest	6/20/2019	12/20/2021	Federal Agencies	FREDDIE MAC	3134GSK38	25,000,000	3.17	3.17	0.00	0.00		396,250
Interest	6/20/2019	12/20/2021	Federal Agencies	FREDDIE MAC	3134GSK46	25,000,000	3.17	3.17	0.00	0.00		396,250
Interest	6/21/2019	12/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	2.63	2.63	0.00	0.00		113,317
Interest	6/21/2019	12/21/2021	Federal Agencies	FREDDIE MAC	3134GSN27	25,000,000	3.13	3.13	0.00	0.00		391,250
Interest	6/21/2019	12/21/2021	Federal Agencies	FREDDIE MAC	3134GSN43	25,000,000	3.13	3.13	0.00	0.00		391,250
Interest	6/22/2019	6/22/2021	Federal Agencies	FREDDIE MAC	3134GBST0	14,675,000	1.65	1.65	0.00	0.00		121,069
Interest	6/22/2019	6/22/2021	Federal Agencies	FANNIE MAC	3135GOU35	25,000,000	2.75	2.76	0.00	0.00		343,750
Interest	6/23/2019	9/23/2019	Federal Agencies	FREDDIE MAC	3135GAHR8	25,000,000	2.50	2.50	0.00	0.00		156,250
Interest	6/24/2019	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	2.77	2.77	0.00	0.00		238,269



Investment Transactions  
Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	6/28/2019	6/28/2023	Federal Agencies	FREDDIE MAC	3134GS5J0	100,000,000	3.00	3.00	0.00	0.00	750,000
Interest	6/29/2019	6/29/2020	Federal Agencies	FREDDIE MAC	3134GBTX0	50,000,000	1.75	1.76	0.00	0.00	437,500
Interest	6/29/2019	6/29/2021	Federal Agencies	FREDDIE MAC	3134GBJ60	50,000,000	1.90	1.90	0.00	0.00	475,000
Interest	6/30/2019	7/1/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	70,321,295	2.25	2.25	0.00	0.00	37,504
Interest	6/30/2019	7/1/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	117,290,455	2.29	2.29	0.00	0.00	200,518
Interest	6/30/2019	7/1/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,387,150	2.26	2.26	0.00	0.00	37,168
Interest	6/30/2019	7/1/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	531,724,125	2.30	2.30	0.00	0.00	934,381
Interest	6/30/2019	7/1/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	11,195,078	2.27	2.27	0.00	0.00	86,473
Interest	6/30/2019	12/31/2019	U.S. Treasuries	US TREASURY	9128283N8	50,000,000	1.88	2.01	0.00	0.00	468,750
Interest	6/30/2019	6/30/2020	Federal Agencies	FANNIE MAE	3136G3TG0	15,000,000	1.50	1.50	0.00	0.00	112,500
Interest	6/30/2019	6/30/2020	U.S. Treasuries	US TREASURY	912828XY1	50,000,000	2.50	2.38	0.00	0.00	625,000
Interest	6/30/2019	6/30/2021	Federal Agencies	FREDDIE MAC	3134G9H26	1,219,000	1.50	1.92	0.00	0.00	9,143
Interest	6/30/2019	6/30/2021	Federal Agencies	FREDDIE MAC	3134G9H26	3,917,000	1.50	1.86	0.00	0.00	29,378
Interest	6/30/2019	6/30/2021	U.S. Treasuries	US TREASURY	912828S27	25,000,000	1.13	1.64	0.00	0.00	140,625
Interest	6/30/2019	6/30/2022	U.S. Treasuries	US TREASURY	912828XW5	25,000,000	1.75	1.77	0.00	0.00	218,750
Subtotals						\$2,346,739,104	2.26	2.33	\$ -	\$ -	14,894,955
Grand Totals		54 Purchases (12) Sales (51) Maturities / Calls (9) Change in number of positions									



## Sales Tax Revenue Bond

Attachment 2

## Debt Expenditure Report

As of June 30, 2019

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$ 204,003,258	\$ 136,522,608	\$ 67,480,650
Revolver Refinancing	\$ 46,000,981	\$ 46,000,981	\$ -
<b>Total</b>	<b>\$ 250,004,239</b>	<b>\$ 182,523,589</b>	<b>\$ 67,480,650</b>
Interest Earned			\$ 3,344,704

Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Trolley Coach Procurement*	\$ 22,155,784	\$ 13,367,712	\$ 35,523,496
SFMTA	Motor Coach Procurement*	23,697,710	8,677,386	32,375,096
SFMTA	Radio Communications System & CAD Replacement*	27,617,281	237,696	27,854,977
TJPA	Transbay Transit Center	7,953,099	36,529	7,989,628
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	3,659,602	3,789,891	7,449,493
SFMTA	Signals - New and Upgraded	3,236,362	1,562,478	4,798,840
SFMTA	Central Control and Communications (C3) Program*	2,725,415	1,188,065	3,913,480
PCJPB	Caltrain Early Investment Program - Electrification	2,898,251	-	2,898,251
SFMTA	Light Rail Vehicle Procurement*	2,829,105	-	2,829,105
SFMTA	Escalators	2,418,435	288,849	2,707,284
SFMTA	1570 Burke Avenue Maintenance Facility	1,978,241	-	1,978,241
PCJPB	Caltrain Early Investment Program - CBOSS	1,691,668	154,355	1,846,023
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Geary Bus Rapid Transit	1,172,609	-	1,172,609
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Balboa Park Station Area and Plaza Improvements	580,809	-	580,809
SFMTA	Downtown Ferry Terminal	-	440,000	440,000
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	131,795	-	131,795
<b>Total</b>		<b>\$ 106,779,647</b>	<b>\$ 29,742,961</b>	<b>\$ 136,522,608</b>
<b>Percentage of Capital Project Fund Spent</b>		<b>52.34%</b>	<b>14.58%</b>	<b>66.92%</b>
* Major Cash Flow Drivers				



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RESOLUTION ADOPTING THE LOMBARD CROOKED STREET RESERVATION AND PRICING SYSTEM STUDY FINAL REPORT AND AUTHORIZING THE EXECUTIVE DIRECTOR TO ADVANCE THE RECOMMENDATIONS OF THE STUDY, INCLUDING SEEKING NECESSARY LEGISLATION AND FUNDING IDENTIFICATION

WHEREAS, The 1000 Block of Lombard Street, between Hyde and Leavenworth and also known as the “Crooked Street,” is both a residential neighborhood and one of the most iconic and most popular tourist destinations in San Francisco, attracting over 2 million visitors a year; and

WHEREAS, The increasing volume of visitors in the last several years has put a significant strain on the Russian Hill neighborhood's transportation infrastructure, resulting in automobile and pedestrian congestion that negatively impacts the quality of life of both neighborhood residents and visitors, many of whom wait in line to drive down the Crooked Street for over 45 minutes on the busiest days; and

WHEREAS, In an effort to address this increasing congestion, in 2017 the Transportation Authority adopted the The Lombard Study: Managing Access to the “Crooked Street” (2017 Study), through approval of Resolution 17-37; and

WHEREAS, The 2017 Study recommendations called for (1) improved enforcement of existing regulations by the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department, (2) engagement of the tourism industry as partners in visitor management, (3) engineering and signage enhancements by SFMTA, and (4) the further study and development of a reservation and pricing system for vehicles by the Transportation Authority; and

WHEREAS, Following the adoption of the 2017 Study, the Transportation Authority directed Prop K half-cent sales tax funds from the Transportation Authority’s Neighborhood Transportation Improvement Program, established to fund community-based efforts in San Francisco



neighborhoods, towards the further study of the reservation and pricing system recommended in the 2017 Study; and

WHEREAS, The Transportation Authority study team has prepared the resulting report, the “Lombard Crooked Street Reservation and Pricing System Study” (2019 Study), which details the additional data collection, scenario development and analysis, coordination and outreach, and recommendations resulting from that effort; and

WHEREAS, The 2019 Study team collected data and conducted an evaluation of potential operational strategies and rules for a system to manage vehicles arriving at the Crooked Street by requiring a reservation, payment of a fee, or both, and solicited input and feedback on these solutions from the community and other stakeholders; and

WHEREAS, Based on community and stakeholder input and technical evaluation, the 2019 Study recommends a paid reservation system, enforced by staff on site, with up to 12-hour operation (9:00 a.m. to 9:00 p.m.) at peak seasons, and a predictable tiered price structure (higher on holidays and weekends, lower during regular weekdays); and

WHEREAS, The 2019 Study finds that such a system is likely to address the recurrent vehicle congestion stemming from the Crooked Street’s popularity as a tourist attraction and improve the quality of life for neighborhood residents while still maximizing the amount visitors who can experience the street while providing a better tourist experience; and

WHEREAS, The 2019 Study finds that the system is projected to be financially self-sustaining through use of the revenue from the reservation fee to cover the costs of system operation, administration, and staffing; and

WHEREAS, On June 26, 2019, the Citizens Advisory Committee was briefed on the Study’s Draft Final Report and recommended next steps and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it;

RESOLVED, That the Transportation Authority hereby adopts the attached Lombard Crooked Street Reservation and Pricing System Study Final Report; and be it further

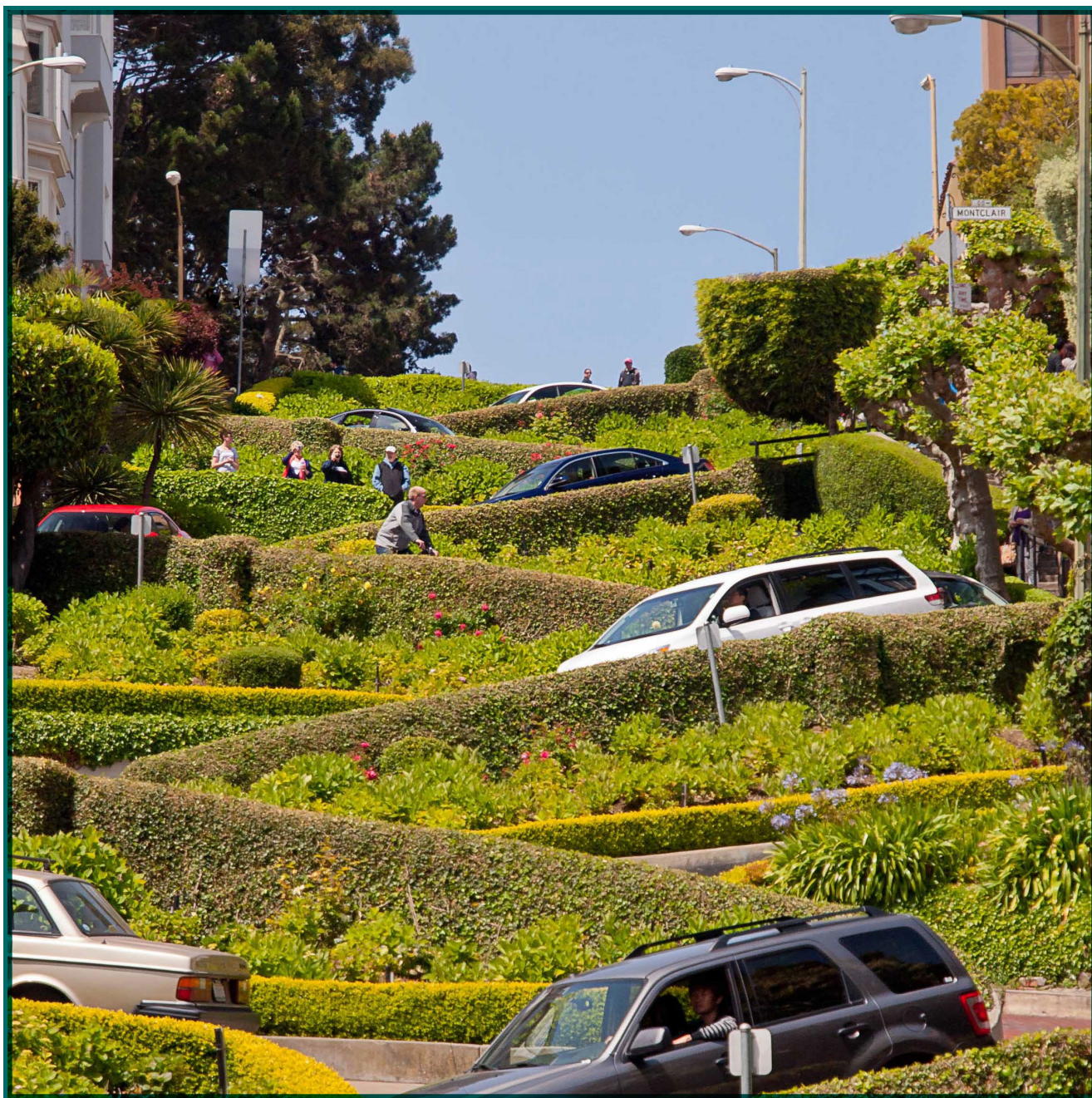
RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties; and be it further

RESOLVED, That the Executive Director is hereby authorized to advance the recommendations of the study, including seeking necessary legislation and funding.

Attachment:

1. Lombard Crooked Street Reservation and Pricing System Study Final Report





LOMBARD CROOKED STREET

# Reservation and Pricing System Study



San Francisco  
County Transportation  
Authority

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Draft Report

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## Introduction

The 1000 Block of Lombard Street, known as the “Crooked Street,” is both a residential neighborhood and one of the most iconic and most popular tourist destinations in San Francisco, attracting 2.1 million visitors a year. The increasing volume of visitors in the last several years has put a significant strain on the neighborhood's transportation infrastructure, resulting in automobile and pedestrian congestion that negatively impacts the quality of life of neighborhood residents. Visitors in line to drive down the Crooked Street are also experiencing increased wait times to drive down the block, often exceeding 45 minutes on the busiest days.

There have been several past attempts to address the transportation and livability concerns on and around the Crooked Street. The most recent planning study was completed by the San Francisco County Transportation Authority in 2017. The Managing Access to the Crooked Street Study (hereon referred to as 2017 study) was requested by former Transportation Authority Commissioner Mark Farrell and made possible with Proposition K local transportation sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP).

When the line extends past Polk, cars may wait as long as 45 minutes to go down the crooked street



Through that study, Transportation Authority staff identified the following challenges stemming from the increasing number of visitors to the Crooked Street:

- Traffic backing up into surrounding neighborhoods, affecting vehicle circulation in the area despite the presence of MTA Parking Control Officers (PCOs).
- Heavy foot traffic causing overflow from sidewalks into the streets and high-stress situations for people walking and driving.
- Cable cars struggling to navigate smoothly and safely.
- Other quality of life concerns, such as littering, loitering, and poor/ worsening air quality.

The 2017 study outlined four key recommendations, informed by data collection on existing conditions as well as engagement with neighborhood, visitors, and tour industry professionals:

1. Improved enforcement of existing regulations
2. Engagement of tourism industry as partners in visitor management
3. Engineering and circulation improvements
4. Reservations and pricing to manage automobile demand

Results from in-person and online outreach for the 2017 study showed that over two-thirds of participants supported the reservation and pricing system recommendation. Following the completion and adoption of the 2017 study, the Transportation Authority Board directed staff to further explore the potential details, functionality, and outcomes of a reservation and pricing system. This report summarizes the findings from that follow-on Crooked Street Reservation and Pricing System Study and recommends a potential set of initial operating parameters should such a system be implemented.



## Goals

As part of the 2017 study, Transportation Authority staff identified several goals by which to analyze any potential improvements to the Crooked Street. These goals were developed considering existing conditions at the time and with input from stakeholders. The study team has continued to use these goals in the current effort to develop and evaluate the reservation and pricing system. The goals and associated metrics used to evaluate reservation and pricing System alternatives are shown in the table below:

GOAL	METRIC	TARGET	
		MINIMUM	IDEAL
<b>Manage automobile congestion</b>	Time vehicle queue extends west past Larkin Street (1 block) in each hour of the week	Time vehicle queue extends past Larkin is no more than 15 total minutes in any given hour	Vehicle queue does not extend beyond 1100 block of Lombard Street
<b>Maintain the livability of the surrounding neighborhood</b>	Revenue generated	Revenue beyond operating costs greater or equal to current cost of services (PCOs, ambassadors)	Revenue beyond operating costs greater or equal to the cost of expanded services such as PCOs, Police Officers, and related to manage impact of visitors on neighborhood
<b>Manage pedestrian congestion</b>	Percentage of pedestrians lingering in intersection crosswalks for excessive periods of time (i.e., crossing significantly more slowly than a typical walking speed [3 ft/s])	Less than 15% of pedestrians linger in crosswalks for excessive periods of time	Less than 10% of pedestrians linger in crosswalks for excessive periods of time
<b>Ensure traffic safety</b>	Extent to which pick-ups/ drop-offs block cable cars, pedestrians/ crosswalks, or automobiles	Pick-ups and drop-offs do not block travel lanes or sidewalks more than 15 total minutes in any given hour	All pick-ups and drop-offs do not block travel lanes or sidewalks
<b>Implement a financially viable solution</b>	Revenue generated	Revenue covers basic operations and maintenance costs of the pricing and reservations system	Revenue beyond operating costs greater or equal to the cost of expanded services such as PCOs, Police Officers, and related to manage impact of visitors on neighborhood
<b>Preserve tourism at a sustainable level</b>	Number of visitors per day	Number of visitors that allows the system to meet other minimum targets, given proposed improvements	Number of visitors that allows the system to meet other ideal targets, given proposed improvements

Although a pricing and reservation strategy is geared to respond to managing vehicle congestion, the study includes all goals to help understand how such a program would affect each goal area and where additional improvements or investments to complement the system would be warranted.

## Data Collection

Previous studies completed between 2000 and 2016, as documented in the 2017 study, established key information regarding problems with automobile and pedestrian circulation in the study area. The study team began the development of a reservation and pricing system with additional data collection. The objectives of the new data collection were to:

- Refresh and expand the data from the 2017 study, including asking those visiting by car more specific questions about a potential reservation and pricing system.
- Provide a data-driven understanding of the scale and scope of transportation issues in the area.
- Use data collected to develop operational rules for the system.

### METHODOLOGY

The new data collection for the reservation and pricing system included two main elements<sup>1</sup>:

#### Vehicle and pedestrian volumes:

- Observations of vehicle queues along Lombard Street, upstream of the crooked portion of the street, conducted by video camera between for one weekend in August 2018.
- Vehicle volumes and the time pedestrians linger at the intersections of Lombard/Hyde and Lombard/Leavenworth, conducted by video detection between late August and mid-October 2018.
- The amount of time vehicles take to drive on the Crooked Street and the streets leading up to it, collected via Google Directions API between early August and late September 2018.

#### Intercept survey targeting nearly 400 vehicles visiting the Crooked Street during one weekend in August 2018:

- The survey asked about their willingness to engage with a reservation system and willingness to pay a fee in exchange for significantly reducing or eliminating wait times

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<sup>1</sup> Details can be found in the Lombard Crooked Street Data Collection Plan Technical Memorandum

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## KEY DATA COLLECTION FINDINGS

Data collected in 2018 generally supported previous findings and provided further insight into traffic and pedestrian characteristics by time of day and day of the week. After analyzing the data, the study team came to the following key findings<sup>2</sup>:

**All day vehicle queues on busiest days:** Motorists visiting the Crooked Street queue for about 10 hours per day on the busiest days, with the queue taking over 45 minutes for a vehicle from the time it joins the line to driving down the Crooked Street.

**Consistent pedestrian crowding:** During similar times of day, there is significant pedestrian crowding, particularly at the bottom of the street. The crowding at the bottom of the street is the factor that limits the capacity of the street for vehicles. A queue can still form even when pedestrian crowding does not delay vehicles.

**Strong willingness to pay a \$5 reservation:** Survey respondents were each randomly presented one of four possible prices (\$5, \$10, \$15, and \$20). More than half of those asked said that they were willing to pay \$5 per car for a reservation to visit if there were no wait.

**Tourists would continue to visit:** If a system were in place but a visitor either couldn't make a reservation or didn't want to pay, most would still visit the Crooked Street by parking nearby, getting dropped off, taking transit, walking, or some other way.

<sup>2</sup> Details and complete results can be found in the Lombard Crooked Street Data Collection Summary Technical Memorandum.

## Alternatives Evaluation

The 2017 study included a high-level assessment of the overall feasibility of using reservations, a fee, or both to help manage automobile access to the Crooked Street. Before developing a detailed operational strategy for evaluation, the study team first assessed how each high-level operating scheme would perform against the goals of the study. The following options were evaluated:

**Pricing Only:** A pricing only approach would seek to manage the volume of vehicles arriving at the Crooked Street by matching price to demand, with the price increasing until demand matched the capacity of the street.

**Reservation Only:** A reservation only approach would limit access to the street to only those who have made a reservation, and only offer a number of reservations that matches the capacity of the street, limiting the amount of congestion and queuing of vehicles that would result. There would be no charge for the reservation in this option.

**Pricing Plus Paid Reservation:** This approach combines elements of the previous two options. This option would offer reservations for a low fixed fee, with the amount of reservations offered limited to below the capacity of the street. Additionally, if a visitor was unable or unwilling to make a reservation, they could arrive and pay the demand-based price with no reservation, with the price level set to limit demand for the remaining capacity of the street.

**Paid Reservation Only:** This approach would permit access to the Crooked Street only to those vehicles who have made a pre-purchased reservation before arriving at the street. This option anticipates a relatively low cost per reservation, set to recover the costs of operating the system, not at a level that would be expected to significantly change demand.

Each scenario assumed that Crooked Street residents, their visitors, and emergency/utility vehicles would continue to access the street with no restrictions.

## Screening Analysis Results

The results of the initial assessment of these options are shown in the table below.

GOAL	OPERATIONAL APPROACHES			
	PRICING ONLY	RESERVATION ONLY	PRICING PLUS PAID RESERVATION	PAID RESERVATION
<b>Manage Automobile Congestion</b> Eliminate long queues near Lombard Street	 Price could shorten queues, but vehicles will still arrive unmanaged.	 Vehicles are given a timed reservation, matching arrivals to the capacity of the street. Queuing and congestion will be managed.	 Non-reservation price could deter arrivals without a reservation, but vehicles will still arrive unmanaged. Unmanaged arrivals could undermine the efficacy of the reservation component	 Vehicles are given a timed reservation, matching arrivals to the capacity of the street. Queuing and congestion will be managed.
<b>Implement a Financially Viable Solution</b> Cover the costs of existing staffing at the site	 All vehicles (within hours of operation) would pay, providing funds for existing site operations, enforcement and maintenance.	 No funds would be collected for site operations, enforcement, and maintenance.	 All vehicles (within hours of operation) would pay, providing funds for existing site operations, enforcement and maintenance.	 All vehicles would pay, providing funds for existing site operations, enforcement and maintenance.
<b>Maintain the Livability of the Surrounding Neighborhood</b> Create a self-sustaining system and generate revenue for upgrades	 Revenue would be generated, but livability could be compromised due to uncertainty about managing vehicle arrivals and reduction in congestion.	 While the system may manage vehicle arrivals, the absence of revenue would not provide for further investments in livability improvements.	 Revenue would be generated, but livability could be compromised due to uncertainty about managing vehicle arrivals and reduction in congestion.	 Paid reservations provide the most flexibility to manage vehicle arrivals while generating additional revenue for investments in livability improvements.
<b>Preserve Tourism at a Sustainable Level</b> Preserve the number of visitors per day	 Not having the ability to plan a trip in advance may not be the friendliest option for tourism and the price would likely need to be high to deter visitation above capacity, but revenue would be generated to fund resources for the site.	 Visitors can reserve a time and plan their trip in advance, but no revenue would be generated to fund resources for the site.	 Allowing visitors to arrive without a reservation could compromise the integrity of the reservation system and create confusing rules, regulations, and expectations for visitors.	 Visitors will be provided with a clear set of expectations and be able to plan trips in advance. Revenue would be generated to fund resources for the site.

Based on the results of this initial assessment, the study team advanced the paid reservation operational concept for further refinement and analysis<sup>3</sup>.

Considering the data collected in summer and fall 2018 and the feedback from neighborhood residents during community outreach, the study team developed two potential operational scenarios for the paid reservation concept, one which maximizes understandability and another which is tailored to match the demands observed on and around the Crooked Street:

	<b>LOMBARD TODAY</b> Existing conditions	<b>SCENARIO 1</b> (24 / 7) Easy to Understand	<b>SCENARIO 2</b> (9am - 9pm) Driven by Demand
<b>NUMBER OF RESERVABLE SLOTS</b>	Unlimited	40 per half hour slot, staggered start (~160/hour) (e.g. 1:00 - 1:30, 1:15 - 1:45, 1:30 - 2:00, 1:45 - 2:15)	
<b>HOURS/DAYS OF OPERATION</b>	None	24/7	9AM - 9PM, 7 days a week
<b>RESERVATION PRICE</b>	N/A	\$5 all times	\$5 Mon - Fri \$10 Sat, Sun, Holidays
<b>CROOKED STREET RESIDENT EXEMPTION</b>	N/A	Yes	
<b>VARIATIONS TESTED</b>	N/A	\$0 reservation cost for San Francisco residents	

**Under Scenario 1**, the system would operate 24 hours a day, 7 days a week, every day of the year, with a flat \$5 price for reservations. This scenario would require automated enforcement, in the form of cameras and mailed violation notices, as it would not be practicable or affordable to staff the reservation system during early morning, evening, and overnight hours.

**Under Scenario 2**, the system would operate from 9:00 a.m. to 9:00 p.m., 7 days a week, every day of the year, with reservations priced to encourage those with flexible schedules to visit during less busy times – \$5 weekdays, and \$10 weekends and holidays. Because of the more limited hours of operation, this system could be enforced either by staff on site, like at Muir Woods<sup>4</sup>, or by an automated system similar to Scenario 1.



















**Note:** The prices in each scenario are representative for this analysis, and are based on “willingness to pay” data collected in summer 2018 through intercept surveys of visitors in cars (as described in the data collection section). These amounts may differ from precise amounts adopted by any eventual system administrator, who will be required to match revenue to (but not exceed or fall short of) the recovery of system operations costs. Although price varies in these scenarios, the effectiveness in reducing vehicle queues is the result of capacity-constrained reservation system.

<sup>3</sup> Details of this screening can be found in the Operational Scenario Screening & Development technical memorandum.

<sup>4</sup> For more information on the National Park Service's Parking and Shuttle Reservation Program for Muir Woods, see: <https://www.nps.gov/muwo/planyourvisit/reservations.htm#whyparking>

## Detailed Analysis Results







When these more detailed operational scenarios were evaluated against the study goals, their performance was substantially similar, both meeting the goal of managing the automobile queue to an acceptable length while increasing the number of visitors arriving by transit, on foot, or parking & being dropped off nearby.

GOAL	PERFORMANCE		
	EXISTING	SCENARIO 1 (24 / 7)	SCENARIO 2 (9AM - 9PM)
Manage automobile congestion	 <p>Vehicle queue extends upstream of Larkin St at least six hours per day each day of the week.</p>	 <p>Vehicle queue not expected to extend beyond Larkin Street, given peak (weekend afternoon) arrival flow of 175 vehicles/hr.</p>	 <p>Vehicle queue not expected to extend beyond Larkin Street, given peak (weekend afternoon) arrival flow of 160 vehicles/hr.</p>
Maintain the livability of the surrounding neighborhood	 <p>No revenue generated.</p>	 <p>\$35K - \$40K per week</p>	 <p>\$40K - \$45K per week</p>
Manage pedestrian congestion	 <p>At Lombard St &amp; Hyde St, only approximately 15% of pedestrians occupy the crosswalks linger in the crosswalks.</p> <p>At Lombard St &amp; Leavenworth St, over 45% of pedestrians linger in the crosswalk.</p>	 <p>During a peak hour (Saturday afternoon), 290 visitors/hour are expected to visit as a pedestrian instead of drive.</p> <p>With increased volumes of pedestrians overall, crowding of pedestrian space is expected to get worse.</p>	 <p>During a peak hour (Saturday afternoon), 410 visitors/hour are expected to visit as a pedestrian instead of drive.</p> <p>With increased volumes of pedestrians overall, crowding of pedestrian space is expected to get worse.</p>
Ensure traffic safety	 <p>Pick-up / drop-off activity frequently obstructs pedestrians, cable car, and other car traffic.</p>	 <p>During weekend afternoon peak hour, 70 visitors/hour are projected to get dropped off instead of drive.</p> <p>Obstructing pick-up / drop-off activity expected to increase accordingly.</p>	 <p>During weekend afternoon peak hour, 100 visitors/hour are projected to get dropped off instead of drive.</p> <p>Obstructing pick-up / drop-off activity expected to increase accordingly.</p>
Implement a financially viable solution	 <p>No revenue generated.</p>	 <p>\$35K - \$40K per week</p>	 <p>\$40K - \$45K per week</p>
Preserve tourism at a sustainable level	 <p>21,000 people/day: 6,500/day by car, 14,500/day by foot</p>	 <p>20,000 people/day, -5%: 4,000/day by car, 16,000/day by foot.</p>	 <p>20,000 people/day, -5%: 3,700/day by car, 16,300/day by foot.</p>

Evaluation details can be found in the Scenario Performance technical memorandum.

The results of this analysis were presented at a community open house meeting in January 2019, followed by various one-on-one conversations with interested groups and stakeholders. Members of the public could also submit comments and questions via an online feedback form, posted along with the meeting materials on the Transportation Authority's website. Feedback from this meeting indicated continued support for the reservation and pricing system, as well as a clear preference for the use of on-site staff in implementing and enforcing such a system.

The study team also performed a focused assessment of the pros and cons of an automated versus staffed system, and found that a staffed system would be more effective (minimizing potential accidental violations), more visitor-friendly (real people would be on site and able to assist or answer questions), and comparable in cost to an automated system.

FACTOR	PERFORMANCE	
	AUTOMATED	STAFFED
Effectiveness	 <p>High potential for accidental violations given camera-based enforcement with no physical barrier.</p>	 <p>Presence of staff minimizes potential violations through active traffic control and enforcement of regulations</p>
Visitor Friendliness	 <p>Reservation requirement communicated only via signage which may go unnoticed or be misunderstood. Potential for visitors to accidentally violate system rules, resulting in a violation notice by mail weeks after a visit.</p>	 <p>On site staff can provide information about reservation requirement, and will direct vehicles without reservations away from the Crooked Street, eliminating accidental violations. Any citable violations will be enforced in person, on site, rather than by mail.</p>
Ease of Administration	 <p>Potential for accidental violations could significantly increase administration costs to support customer service, mailing, and processing.</p>	 <p>On site staff costs are recurring and predictable</p>

## RECOMMENDED SCENARIO

Based on the enforcement approach assessment and feedback received, the study team recommends a paid reservation system, enforced by staff on site, with 9:00 a.m. to 9:00 p.m. operating hours and a predictable tiered price structure (higher on holidays and weekends, lower during regular weekdays).

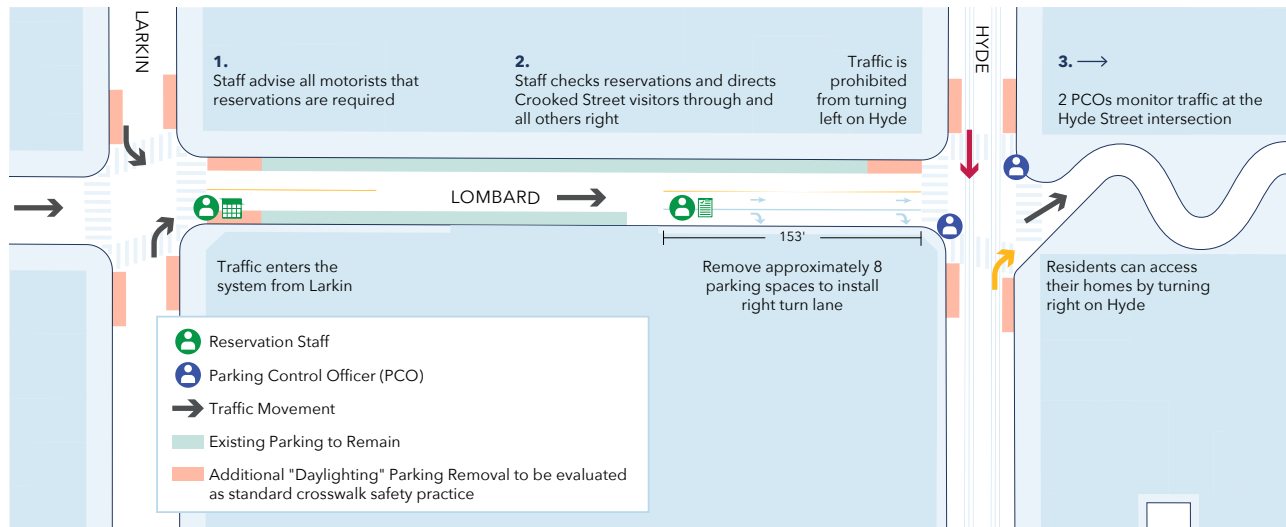
It is important to recognize that the recommendations in this report are based on the best available information to date, and the system is expected to perform successfully with reasonable confidence. However, the system operator and implementing entity should provide for continuous monitoring and evaluation and be prepared to adjust operational parameters flexibly, as warranted to ensure both program effectiveness and financial viability. For example, if the operator notes that many visitors are consistently arriving early for their reservations, they can extend a grace period without impacting the overall outcome of the system<sup>5</sup>.

<sup>5</sup> Other potential operational challenges, along with recommended approaches to resolve them, are explored in the Lombard Paid Reservation System Concept of Operations document.



## Visitor Experience in Recommended Scenario

The figure below illustrates the proposed traffic flow and staff locations during operations of the paid reservation system<sup>6</sup>.



As illustrated in the diagram, the operation of the system depends on the presence of PCOs<sup>7</sup> to help direct traffic and two or more reservation system staff members (who are not PCOs) that will verify reservations on site. Additionally, to manage the flow of vehicles, this design proposes removing a minimum of eight on-street parking spaces on Lombard near the intersection of Lombard and Hyde to create a right-turn-only lane for vehicles without reservations to be directed away from the street.

Under this proposal vehicles will be processed through the system in the following steps:

- 1. Notify drivers:** Reservation staff will be responsible for notifying drivers at Larkin and Lombard who wish to proceed eastbound towards the Crooked Street that reservations are required, and can provide informational cards for those that wish to attempt to make a reservation immediately or return at a later time. Vehicles that wish to continue, however, will not be turned away at this point.

<sup>6</sup> This scheme is provided to illustrate one potential workable concept that is the recommendation of this study. Final street configuration and staffing levels will be determined by the agency designated as the system administrator and the SFMTA based further refinement of this recommendation.

<sup>7</sup> The study team recommends launching the system with one to five PCOs depending on day of week and time of year. The system operator will refine PCO requirements based on actual operations.

2. **Verify reservation:** Mid-block between Larkin and Hyde, a reservation staff member will use a handheld scanner to check the reservation status of vehicles. Those with valid reservations will be directed into the straight-ahead-only lane, and will be directed through the Lombard and Hyde intersection and down the Crooked Street by PCOs when it is safe to proceed. Those without reservations will be directed to the right-turn-only lane, and PCOs will direct these vehicles to make the right turn onto southbound Hyde when it is safe to do so.
3. **Direct vehicles away from site:** At the bottom of the Crooked Street and the Lombard and Leavenworth intersection, additional PCOs will direct traffic away from the site once a visit is completed.

Different groups will interact with the system in different ways during operations:

**Tourists:** Those wishing to visit the Crooked Street by vehicle for tourism purposes will need to make and pay for a reservation online, by phone, or via an approved retail location before arriving at the Crooked Street. As a result, marketing will be an important industry coordination activity and contractor requirement. Feedback from the tourism industry stressed the importance of the ability to make reservations throughout the leadup to any given day, and the project team recommends that reservations be made available in a tiered fashion (for example: 75% of reservations released one month prior, 20% of reservations released one week prior, and 5% of reservations released day-of.)

**Residents:** Residents of the Crooked Street and Montclair Terrace will receive passes that may be a wallet card, rearview mirror hanger, or similar identification. As with current regulations, this pass will allow residents to access the Crooked Street by making a right turn from northbound Hyde, bypassing the reservation system altogether.

**Guests of Residents:** Long term/frequent guests of residents, such as childcare professionals, home health aides, etc. will be eligible for a pass similar to those provided for residents. One time or infrequent visitors will need to be provided a visitor pass, either electronically via resident log-in or in person via a booklet of paper passes that may be available to residents for their use, that will be presented to the reservation staff. One time or infrequent visitors will not be permitted to make the right turn from northbound Hyde.

**Commercial vehicles & other deliveries:** Commercial vehicles are currently restricted from the Crooked Street at all times. This restriction would continue, and vehicles would need to park nearby and complete their final delivery on foot.

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**Taxis & Transportation Network Companies (TNCs):** Vehicles such as taxis and TNCs will require a reservation to drive down the Crooked Street. The driver or any passenger in the vehicle is eligible to make this reservation (for example, a visitor without a car may still elect to reserve a space and hire a taxi to drive them down the street).

**Emergency vehicles, utilities, and other marked service vehicles:**

Emergency vehicles, vehicles performing service for public utilities, and other government/service vehicles will be allowed unrestricted access to the Crooked Street at all times.

### ACCESS FOR LOW INCOME VISITORS AND THOSE WITH MOBILITY LIMITATIONS

The study team has evaluated options to ensure that the Crooked Street remains accessible to the greatest number of visitors possible without overwhelming the surrounding streets and neighborhood. It's important to note that this proposal is only for those driving the street in vehicles – access will remain completely free and unrestricted to those who walk, bike, take transit, or get dropped off nearby. Nevertheless, we recognize that the grade of the street itself presents mobility challenges to some visitors, and propose two potential strategies to address these challenges:

Including an ADA access option when making reservations: Like Muir Woods, the reservation booking system would reserve a limited number of slots per time period for ADA access. While those reserving these slots would still pay the standard reservation cost at that time, setting aside a certain number would ensure that visitors who may be unable to navigate the street on foot may still visit.

Engaging with San Francisco Public Library to offer free passes: San Francisco Public Library's "Discover & Go" program offers a limited number of free passes to area museums to San Francisco residents through their library card. Lombard Crooked Street may be added as an attraction to this program, offering a limited number of no-cost reservations to the community.

## Next Steps

While this document lays out a feasible set of operating parameters for a paid reservation system that are anticipated to be successful in managing automobile congestion at and around the Crooked Street, additional steps are required before any operations of such a system may become operational.

**State legislation:** Current California Vehicle Code prohibits two essential components of the proposed operations of the system: charging a fee for access to a public right of way that is currently available at no cost and restricting some vehicles while allowing others from a public street. AB 1605 (Ting) has been introduced in the 2019 – 2020 State Legislative Session and would exempt the Crooked Street from these regulations for the purposes of a seven-year pilot of a reservation system. As currently written, the legislation would require the San Francisco Board of Supervisors to designate a management agency, which would be responsible for adopting the final operating rules of and implementing the system. As this legislation is still under consideration, the California Legislative Information website should be consulted for the latest on this bill.

**Local ordinance & approvals:** As noted in the state legislation section, the San Francisco Board of Supervisors must pass an ordinance designating a management agency who will adopt final policies and oversee the implementation and operations of this system. Additionally, changes to traffic circulation must be approved by the SFMTA Board. The program, as a whole, is also subject to environmental review under CEQA, though it is anticipated that the project elements taken together are environmentally beneficial and would have few, if any, impacts.

**Funding and administration:** Once designated, the operating agency must complete final cost estimations, identify and secure funding for startup costs (including initial operating costs), and procure any necessary vendors to assist with implementation of the program. The study team recommends that the Board of Supervisors designate the operating agency as early as possible to allow for early engagement with potential project funders and vendors who may have early feedback on an initial procurement.

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Initial cost estimates completed as part of this study for system startup and operation are summarized below:

INITIAL COST & REVENUE ESTIMATES (SUBJECT TO FURTHER REFINEMENT)	
One-Time Costs (Final system planning, design, procurement, and start-up)	\$500,000
Yearly Costs (Including reservation staff, SFMTA PCO staff, marketing, PCO staff, and monitoring/administration)	\$2,000,000
Yearly Revenue (Assuming \$5 weekday and \$10 weekend reservation cost)	\$2,100,000

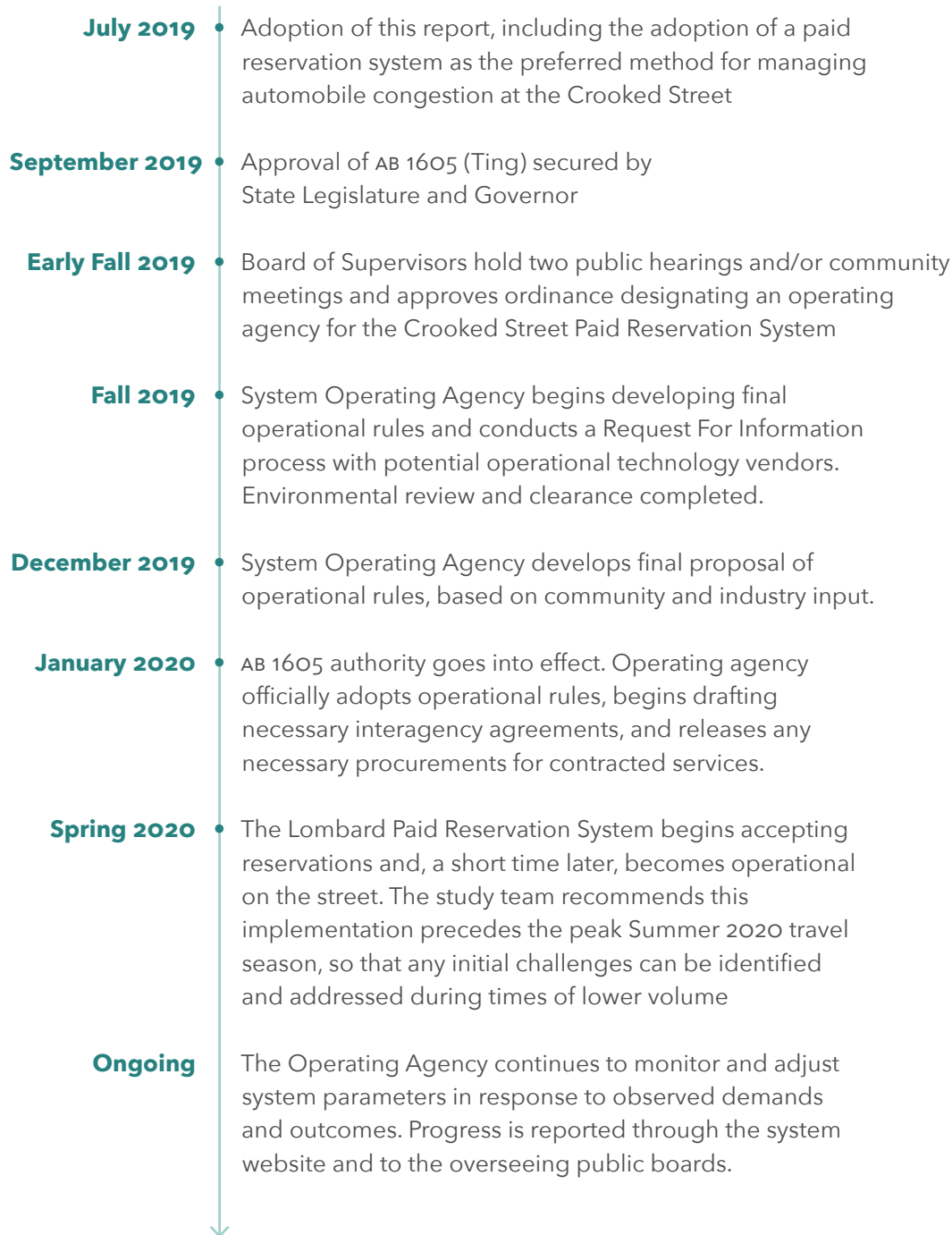
An initial estimate of revenue generated by the system, assuming \$5 weekday and \$10 weekend reservation costs, is approximately \$2,100,000.

The study team recommends that at least one year of operating costs be included in the one-time start up costs of the system when seeking funding. By including these costs up front, the system operator will ensure that the revenue from reservation sales matches the expenses of operating the system, and can adjust accordingly for future years of operation.

Commissioner Stefani has identified \$600,000 in Prop K NTIP funding for District 2 towards the estimated \$2,500,000 initial cost. The study team is working to secure additional funding to close the remaining \$1,900,000 funding gap or could scale the initial pilot down to focus on highest demand days or hours to test program effectiveness and gauge financial sustainability.

## Implementation Timeline

Pending state and local legislation, as well as funding availability, an initial system could be in operation by Spring 2020. The timeline below illustrates these steps:





# Memorandum

**Date:** July 17, 2019  
**To:** Transportation Authority Board  
**From:** Rachel Hiatt – Principal Planner  
**Subject:** 7/23/19 Board Meeting: Adopt the Lombard Crooked Street Reservations & Pricing System Study Final Report and Authorize the Executive Director to Advance the Recommendations of the Study, Including Seeking Necessary Legislation and Funding Identification.

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Adopt the Recommendations of the Lombard Crooked Street Reservations &amp; Pricing System Study</li> <li>• Authorize the Executive Director to advance the recommendations of the study, including seeking necessary legislation and funding identification.</li> </ul> <p><b>SUMMARY</b></p> <p>The neighborhood surrounding the Crooked Street experiences significant vehicle congestion and pedestrian crowding for a significant portion of the year, as a result of the nearly 2 million visitors per year to the block. In 2017, the Transportation Authority Board directed staff to explore the potential effectiveness and design of a Crooked Street Reservation &amp; Pricing System. This study finds that requiring vehicles to secure a paid reservation to drive the Crooked Street, along with active management of this system, could substantially address the vehicle congestion in the neighborhood and support related safety, quality of life, and fiscal self-sufficiency goals. Pending the approval of enabling state legislation that is being considered in Sacramento, San Francisco could potentially pilot a paid reservation system as soon as 2020.</p>	<p><input type="checkbox"/> Fund Allocation  <input type="checkbox"/> Fund Programming  <input type="checkbox"/> Policy/Legislation  <input checked="" type="checkbox"/> Plan/Study  <input type="checkbox"/> Capital Project Oversight/Delivery  <input type="checkbox"/> Budget/Finance  <input type="checkbox"/> Contract/Agreement  <input type="checkbox"/> Other:</p> <hr/>
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## DISCUSSION

### Background.

The 1000 Block of Lombard Street, known as the “Crooked Street,” is both a residential neighborhood and one of the most iconic and most popular tourist destinations in San Francisco, attracting 2.1 million visitors a year. The increasing volume of visitors in the last several years has put a significant strain on the Russian Hill neighborhood's transportation infrastructure, resulting in automobile and pedestrian congestion that negatively impacts the quality of life of neighborhood residents. Visitors in line to drive down the Crooked Street are also experiencing increased wait times to drive down the block, often exceeding 45 minutes on the busiest days.

To address this situation, the Transportation Authority completed the Managing Access to the Crooked Street Study in 2017 (2017 Access study), which was requested by then-Commissioner Mark Farrell.

The 2017 Access study outlined four key recommendations to improve area conditions:

- Improved enforcement of existing regulations
- Engagement of tourism industry as partners in visitor management
- Engineering and circulation improvements
- Reservations & pricing to manage automobile demand

Following adoption of the 2017 Access study, Commissioner Farrell requested a follow-on study to explore the potential effectiveness and design of a Crooked Street Reservation & Pricing System, using District 2 Prop K Neighborhood Transportation Improvement Program (NTIP) funds.

The NTIP funds were matched with \$250,000 in city general funds, administered via the San Francisco Municipal Transportation Agency (SFMTA), which participated closely in the study as a project partner.

This item summarizes the results of the Reservation and Pricing System study.

### **Discussion.**

The purpose of the subject study was to further develop the proposal to manage automobile traffic congestion on and around the Crooked Street by requiring visitors in cars to pay a fee, make a reservation, or to do both.

### Goals

This proposal carries forward the goals from the 2017 Access study, which included:

- Manage Automobile Congestion
- Maintain Livability of the Surrounding Neighborhood
- Manage Pedestrian Congestion
- Ensure Traffic Safety
- Implement a Financially Viable Solution
- Preserve Tourism at a Sustainable Level

Although a Pricing and Reservation strategy is geared to respond to managing vehicle congestion, the study includes all goals to help understand how such a program would affect each goal area and where additional improvements or investments to complement the system would be warranted.

### Scope & Approach

The scope of work for the study called for a robust round of data collection to support development of system components and operational rules, an initial screening of potentially feasible operational approaches, consultation with neighborhood groups, tourists and the tourism industry, and the



development of a draft Concept of Operations document that would outline an initially feasible operational approach, including business rules, user interactions, agency roles, and costs.

### Data Collection

The study team led a data collection effort in summer and fall of 2018 that collected information on vehicle and pedestrian volumes, crowding and congestion, and the time it takes to access the Crooked Street by car at any given time of day. Additionally, in August 2018, the study team administered an intercept survey to approximately 400 vehicles visiting the Crooked Street over one weekend. The survey aimed to gauge visitors' willingness to engage with a reservation system and their willingness to pay a fee, and at what level, in exchange for a significant reduction in wait times.

The results of this data collection effort both confirmed and expanded the findings of the 2017 Access study. Of particular note, this effort found that vehicle queuing over 45 minutes in length exists nearly all day on the busiest weekends and found that consistent pedestrian crowding at the top and bottom of the Crooked Street occurs during the same busy time periods. Most visitors expressed a willingness to pay \$5 per car in exchange for significantly reduced wait times, and results also indicated that most visitors who are unable or unwilling to secure a reservation would still visit the Crooked Street, either by arriving by a different mode or parking nearby and walking.

### Evaluation

Using the results of the data collection effort, the study team developed and analyzed a suite of high-level potential operational approaches and compared these against the goals of the program. After considering approaches including a no-cost reservation, a demand-based variable price, a paid reservation plus the option to pay a demand-based variable price, and a fixed price paid reservation, the team found that only the paid reservation approach could be expected to effectively reduce vehicle congestion while also being sufficiently easy to understand for visitors and straightforward and sustainable to administer and operate.

The study team then developed two potential scenarios for the implementation of a paid reservation system.

- Scenario 1, driven by community input, called for the system to be operational 24 hours a day, 7 days a week, every day of the year and to be enforced via an automated, camera-based system. This scenario assumed a reservation cost of \$5 at all times.
- Scenario 2, built around the times and amounts of congestion documented in the data collection, called for the system to be operational from 9:00 a.m. to 9:00 p.m. 7 days a week, every day of the year and to be enforced either via an automated, camera-based system or by on-site staff who would verify reservations and manage vehicles (similar to the approach used at Muir Woods to manage parking reservations since January 2018). This scenario assumed a reservation cost of \$5 on non-holiday weekdays and \$10 on weekends and holidays to manage demand and encourage those with flexible schedules to visit during less busy times.

The evaluation of these scenarios found that both would substantially resolve the vehicle queueing stemming from the Crooked Street and be financially self-sustaining. Some expected visitors in vehicles are projected to shift their visit earlier or later, and some are projected to instead visit the street on foot, increasing pedestrian crowding and congestion and contributing to increases in pickup

and drop off activity that could increase the incidence of blocked crosswalks or cable car tracks. This scenario could be managed with program staff and SFMTA Parking Control Officers (PCOs).

The study team also performed a focused assessment of the pros and cons of an automated versus staffed system, and found that a staffed system would be more effective (minimizing potential accidental violations of system rules) and more visitor-friendly (real people would be on site and able to assist with making a reservation or answer questions), and comparable in cost to an automated system.

### Outreach

Throughout 2019, the study team has continued to engage neighborhood organizations, members of the public, and representatives of the tourism industry. In January, the study team attended a meeting of Russian Hill neighborhood organizations to present the preliminary results of the evaluation. Together with Commissioner Stefani, staff also hosted a public open house to share the results with the public on January 30. Following the open house, staff posted meeting materials, including the feedback form from the open house, to the project website.

Feedback from neighborhood groups and members of the public indicated continued support for the reservation and pricing system, as well as a clear preference for the use of on-site staff in implementing and enforcing such a system. Tourism industry representatives, through SF Travel, have provided valuable feedback to the study team with respect to the importance of the ability for visitors to be able to make close-in and last minute reservations, rather than having all potential reservations sold-out far in advance (as is a common occurrence for the ferry to Alcatraz Island, for example.) This and other feedback is reflected in the Draft Concept of Operations for the Paid Reservation system detailing how the system could work, including potential discounts and exemptions.

### Findings & Recommendations

Based on the technical evaluation and feedback received, the study team recommends a paid reservation system, enforced by staff on site, with up to 12-hour operation (9:00 a.m. to 9:00 p.m.) at peak seasons, and a predictable tiered price structure (higher on holidays and weekends, lower during regular weekdays). The study finds that such a system is likely to address the recurrent vehicle congestion stemming from the Crooked Street's popularity as a tourist attraction and improve the quality of life for neighborhood residents while still maximizing the amount visitors who can experience the street for themselves, and providing a better tourist experience. In addition, the system is projected to be financially self-sustaining through use of the revenue from the reservation fee to cover the costs of system operation, administration, and staffing.

Initial cost estimates include approximately \$500,000 of one-time system set-up and initialization costs, with approximately \$2,000,000 per year in ongoing yearly costs which are offset by an estimated revenue stream stemming from the paid reservations of \$2,100,000 per year. Complementary capital investments are additionally recommended on the 1100 block of Lombard to ensure safe pedestrian access and program operations.

It is important to recognize that the recommendations in this phase of work are based on the best available information to date, and the system is expected to perform successfully with reasonable confidence. However, given the novelty of this approach, the ultimate system operator and managing

## Agenda Item 12

entity should provide continuous monitoring and evaluation, and be prepared to adjust operational parameters flexibly, as warranted.

Next Steps

Pending state legislation (Assembly Bill (AB) 1605 (Ting)) is a prerequisite for the implementation of a program as recommended in this study. The final shape of the legislation will impact the exact next steps, but the current form of the bill would require the Board of Supervisors to conduct additional outreach and approve an ordinance that designates an operating agency for the system. This operating agency would then be responsible for securing funding, necessary approvals (including legislation of any traffic circulation changes by the SFMTA Board), and appropriate interagency agreements while also developing and adopting final operational and business rules and undertaking procurement.

**FINANCIAL IMPACT**

Continuation of pre-implementation planning and Board support for the development of an ordinance as specified in AB 1605 would have an impact on the proposed Fiscal Year 2019/20 budget. We are working with the District 2 office to identify additional funding for this work, which will be incorporated in the mid-year budget update.

**CAC POSITION**

The CAC was briefed on this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Lombard Crooked Street Reservation & Pricing System Study Report

Enclosure 1 – Lombard Paid Reservation System Draft Concept of Operations



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# CALIFORNIA HIGH-SPEED RAIL NORTHERN CALIFORNIA REGION

Staff-Recommended State's Preferred Alternative

San Francisco County Transportation Authority Board  
Tuesday, July 23, 2019



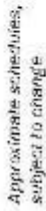
Share **staff-recommended State's Preferred Alternative** and process for identifying the State's Preferred Alternative.

- The staff-recommended State's Preferred Alternative is based on stakeholder input and analyses completed to date.
- All alternatives will be analyzed at an equal level of detail and described in the published Draft EIR/EIS.
- Staff will summarize the comments received during planned outreach and report to the Authority Board for consideration with the recommended State's Preferred Alternative on September 17, 2019.
- Identifying the State's Preferred Alternative does not approve or adopt a preferred alternative for final design or construction.

# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION**

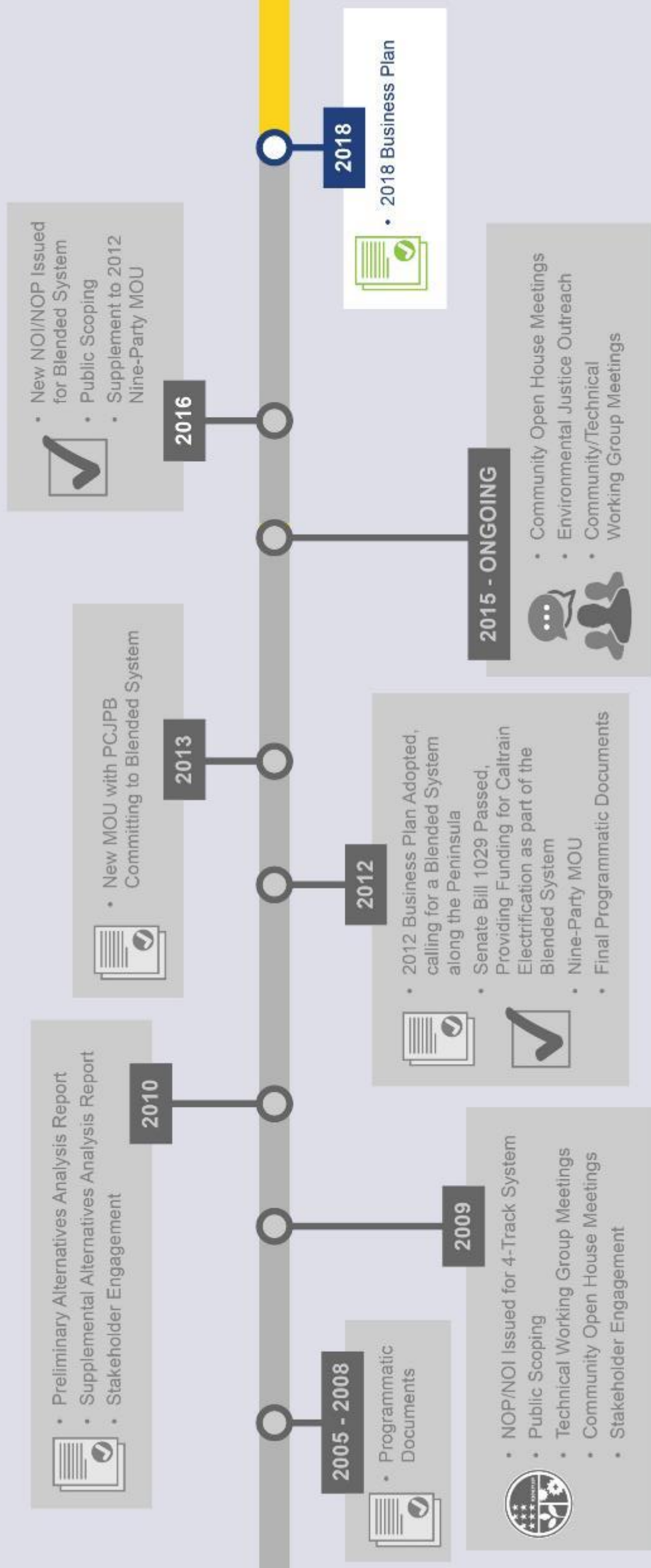
**REFINING THE ALTERNATIVES:**  
Collaboration with Partner Agencies,  
Stakeholders, and Members of the Public

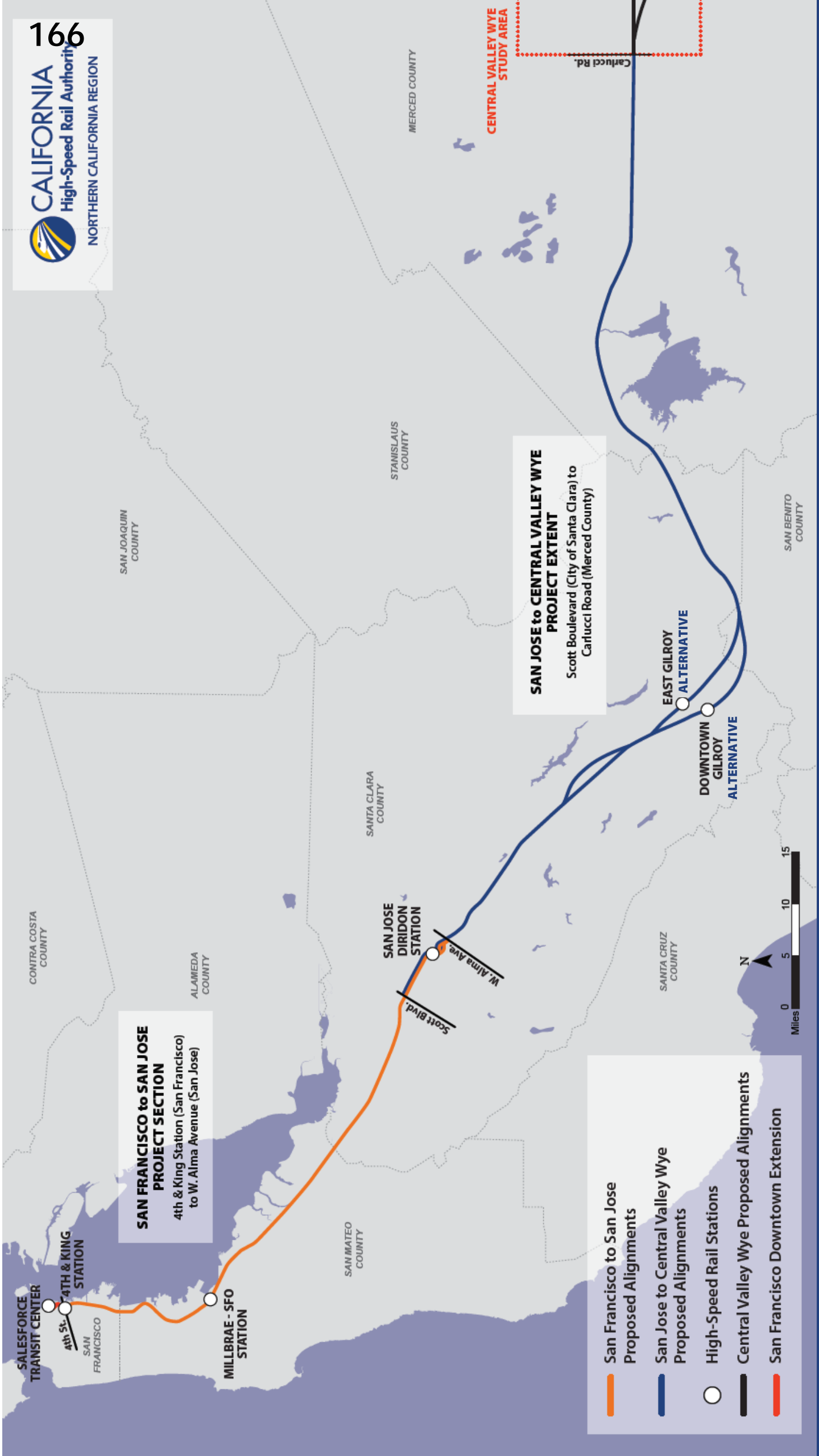






# HIGH-SPEED RAIL ALTERNATIVES DEVELOPMENT





**SAN FRANCISCO to SAN JOSE  
PROJECT SECTION**

4th & King Station (San Francisco)  
to W. Alma Avenue (San Jose)

**SAN JOSE to CENTRAL VALLEY WYE  
PROJECT EXTENT**

Scott Boulevard (City of Santa Clara) to  
Carlucci Road (Merced County)

EAST GILROY  
ALTERNATIVE

DOWNTOWN  
GILROY  
ALTERNATIVE

0 5 10 15  
Miles

N

# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION**

## **ALTERNATIVES OVERVIEW**



# SAN FRANCISCO – SAN JOSE PROJECT ALTERNATIVES A AND B





# LIGHT MAINTENANCE FACILITY

Alternatives Carried Forward

## Brisbane



### Alternative A



### Alternative B



# SAN FRANCISCO TO SAN JOSE

Common Project Elements – Alternatives A & B

- **High-Speed Rail stations<sup>1</sup>**
  - » San Francisco 4<sup>th</sup> and King
  - » Millbrae
- **Up to 110 mph speeds**
  - » Track modifications to support higher speeds
- **Peak operations**
  - » 4 High-Speed Rail trains and 6 Caltrain trains per hour/per direction

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<sup>1</sup> **Salesforce Transit Center** has been environmentally cleared by Transbay Joint Powers Authority and will not be part of the California High-Speed Rail Authority's environmental analysis.

**San Jose Diridon Station** is being evaluated as part of the San Jose to Merced Project Section but will be included in both project sections' environmental analysis.





# SAN FRANCISCO TO SAN JOSE

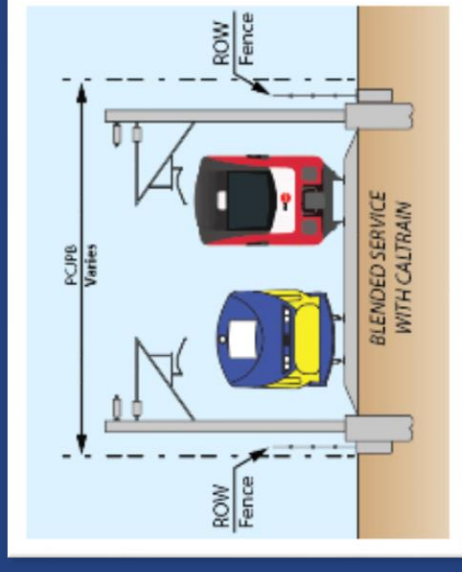
Common Project Elements – Alternatives A & B

- Remove hold-out rule at Broadway and Atherton Caltrain Stations
- Safety modifications at Caltrain-only stations and at-grade crossings
- Corridor fencing



## Blended At-Grade

- Uses Caltrain electrification infrastructure and tracks
- Predominantly within the existing railroad right-of-way
- At-grade tracks with quad gates at each road crossing



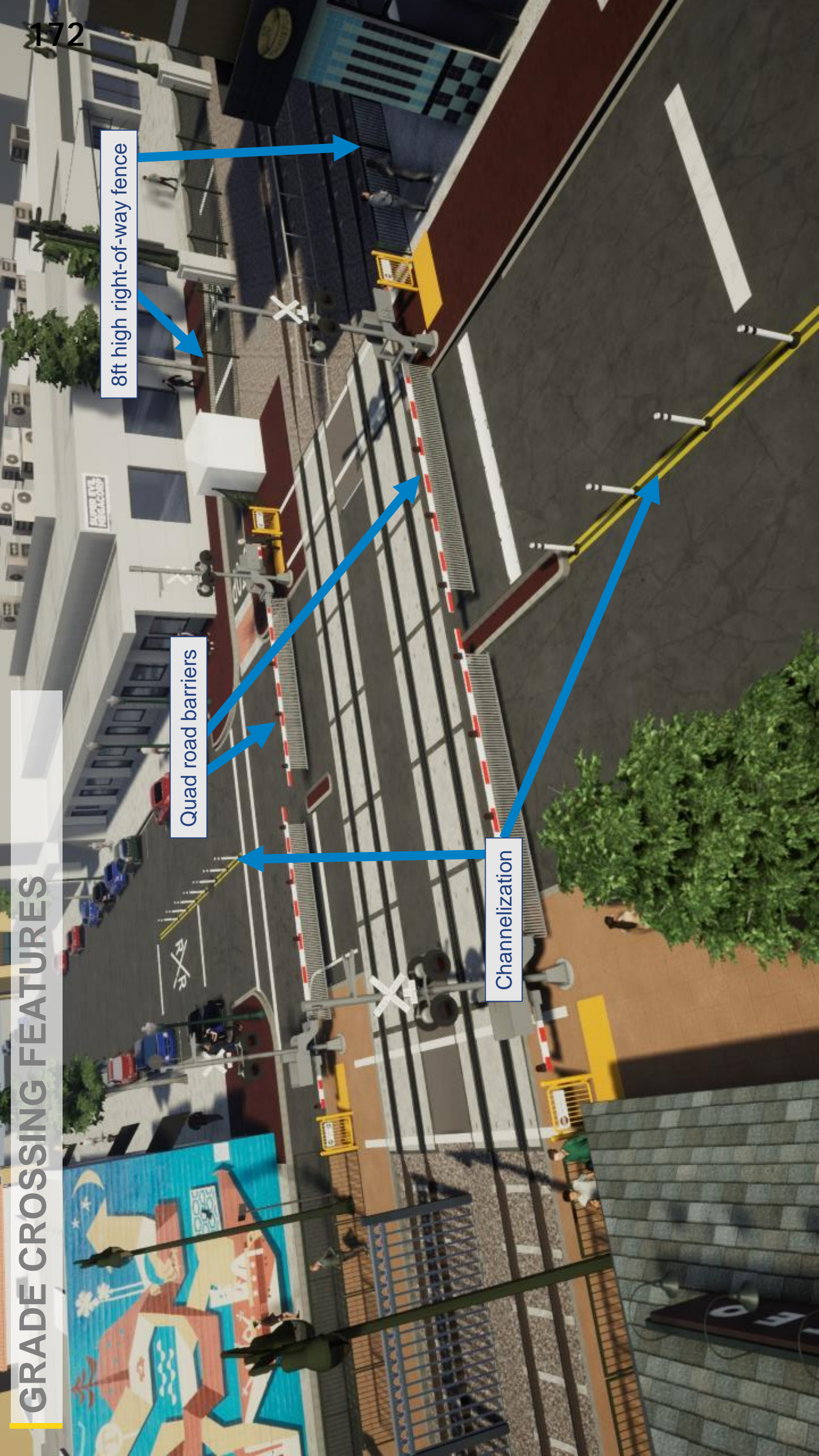


# GRADE CROSSING FEATURES

8ft high right-of-way fence

Quad road barriers

Channelization





# **SAN FRANCISCO TO SAN JOSE PROJECT SECTION**

## **IDENTIFYING A PREFERRED ALTERNATIVE**





## ALTERNATIVES EVALUATION FOR SAN FRANCISCO TO SAN JOSE PROJECT SECTION

### WHY IS STAFF RECOMMENDING ALTERNATIVE A AS THE STATE'S PREFERRED ALTERNATIVE?

Teams of rail and environmental planners, engineers, and other specialists in the design and operation of high-speed rail services have undertaken a complex analysis of the two alternatives. The results indicate that each alternative has tradeoffs – advantages and disadvantages. Nevertheless, Alternative A was identified as the staff-recommended State's Preferred Alternative because it provides the best overall balance between system performance, community, and environmental factors. The factors that differentiate the two alternatives are presented in the tables below.

### HOW WERE THE ALTERNATIVES EVALUATED?

Alternatives A & B were evaluated by comparing the alternatives across three criteria:



System Performance, Operations, and Costs. The best-performing alternative is **bold**.

CRITERIA	ALT A	ALT B
Alignment length (miles)		42.9
Speed Capacity (mph)		Up to 110
HSR Peak Hour Average Representative Travel Time San Francisco to San Jose (minutes)	47	45
Proposition 1A Service Travel Time Compliance	✓	✓
Estimated Capital Costs (2017\$)	<b>\$2.6 billion</b>	\$3.5 billion
Estimated Annual Operations and Maintenance Costs (2017\$)		\$78 million
Caltrain Peak Hour Average Representative Travel Time (minutes)	63	65

SUMMER 2009

CALIFORNIA  
High-Speed Rail Authority

## SAN FRANCISCO TO SAN JOSE PROJECT SECTION STATE'S PREFERRED ALTERNATIVE

**OVERVIEW**

The California High-Speed Rail Authority has selected Alternative A as the State's Preferred Alternative for the San Francisco to San Jose Project Section. This selection is based on a technical analysis of Alternatives A and B, which were evaluated by comparing the alternatives across three criteria: System Performance, Operations, and Costs; Environmental Factors; and Community Factors. Alternative A was identified as the best-performing alternative because it provides the best overall balance between system performance, community, and environmental factors.

**WHAT IS A PREFERRED ALTERNATIVE?**

A preferred alternative is the one that best meets the needs of the public and the state. It is the alternative that is recommended by the California High-Speed Rail Authority and the State of California. It is the alternative that is the most likely to be built and operated successfully.

**HOW TO PROVIDE FEEDBACK**

By phone: 800-438-2829  
By mail: 1500 California Street, Suite 200  
San Francisco, CA 94109  
By email: [feedback@calhighspeed.com](mailto:feedback@calhighspeed.com)  
By web: [www.calhighspeed.com/feedback](http://www.calhighspeed.com/feedback)

**WHAT IS THE PUBLIC'S  
ROLE IN DEVELOPING  
AND REFINING  
ALTERNATIVES?**

The California High-Speed Rail Authority is a public agency. It is responsible for developing and refining alternatives for the California High-Speed Rail project. The public has a role in this process. The public can provide input to the Authority through public meetings, public hearings, and public comment periods. The public can also provide input to the Authority through the California High-Speed Rail Authority's website.

Alternative A would provide high-speed rail service to San Francisco and San Jose. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station.

**Alternative A** ✓  
Alternative A would provide high-speed rail service to San Francisco and San Jose. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station.

**Alternative B**  
Alternative B would provide high-speed rail service to San Francisco and San Jose. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station. It would provide service to San Francisco and San Jose through the existing Caltrain right-of-way between the 4th & King Street Station and the 4th & Market Street Station.

**planned High-speed Rail Stations**  
The 4th & King Street Station and the 4th & Market Street Station would be located at the 4th & King Street Station and the 4th & Market Street Station. Both stations would undergo improvements to accommodate high-speed rail, including modifications to the existing tracks and platforms, new bus and layover areas, and a new station building. The 4th & King Street Station would be located at the 4th & King Street Station and the 4th & Market Street Station. The 4th & Market Street Station would be located at the 4th & Market Street Station and the 4th & King Street Station.

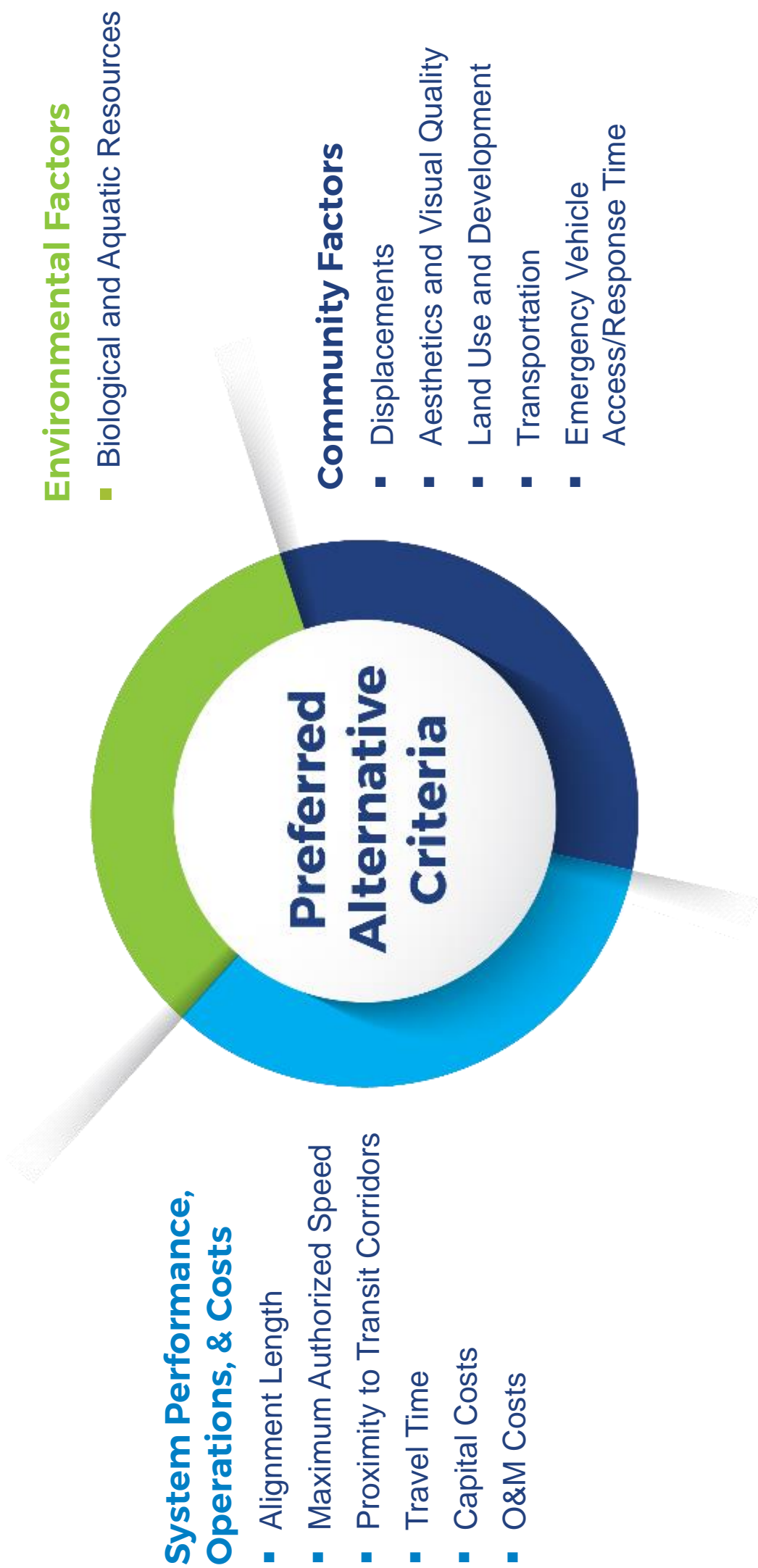
# ALTERNATIVE A – STAFF-RECOMMENDED STATE’S PREFERRED ALTERNATIVE



- 4th Street and King Street (Interim until the Downtown Extension to the Salesforce Transit Center)







# ALTERNATIVE A – Staff-Recommended State’s Preferred Alternative

Conclusions of Technical Analysis



Fewest major visual impacts



Fewest impacts on natural resources



Fewest displacements



Lowest capital cost



Fewest road closures



Slower HSR, faster Caltrain peak hour travel time



Fewest impacts on wetlands and habitats



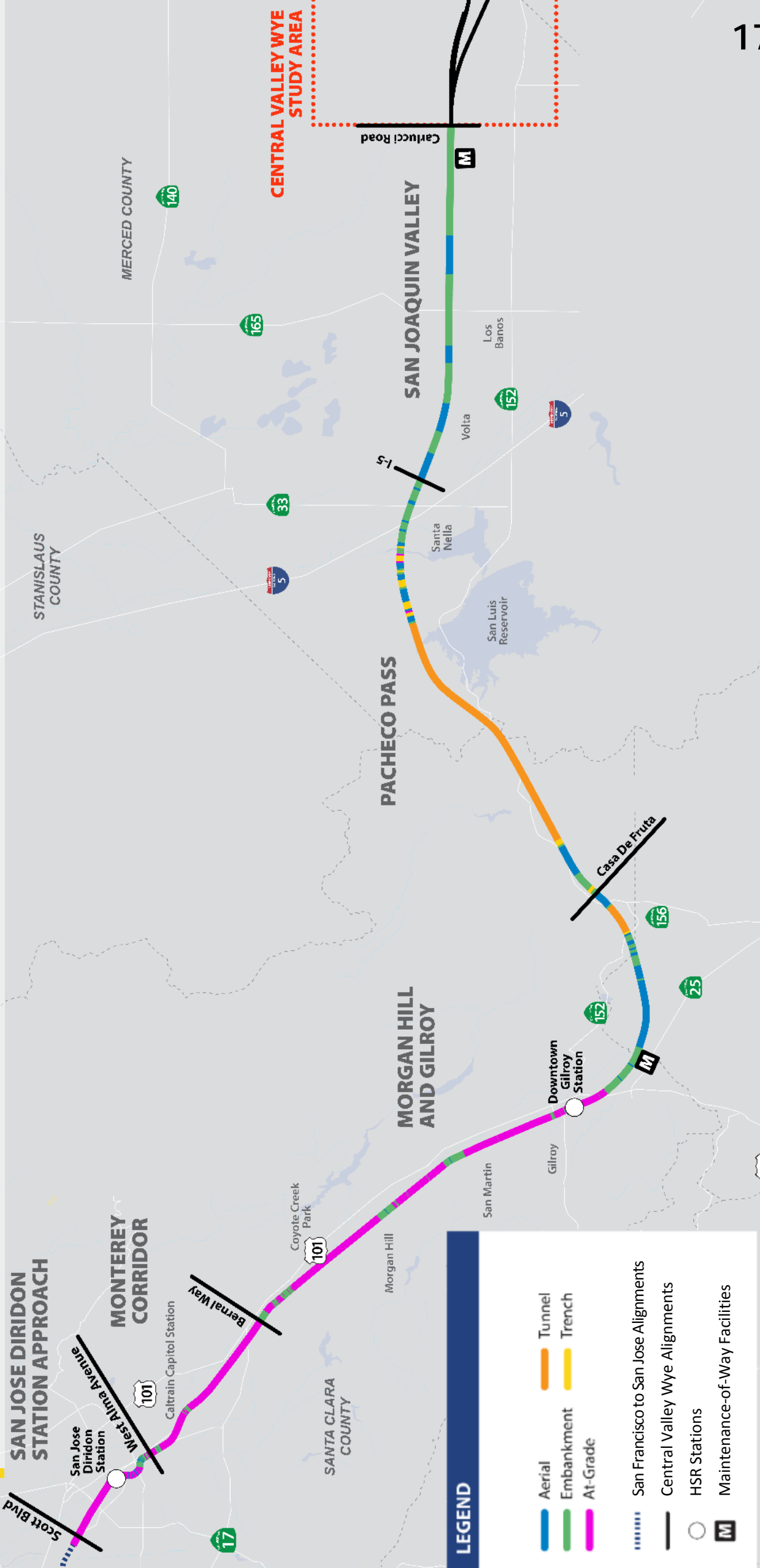
Policy-level alignment with the Caltrain Business Plan

# SAN JOSE TO MERCED PROJECT SECTION

## IDENTIFYING A PREFERRED ALTERNATIVE



# ALTERNATIVE 4 – Staff-Recommended State’s Preferred Alternative



**LEGEND**

Aerial

Embankment

At-Grade

Tunnel

Trench

San Francisco to San Jose Alignments

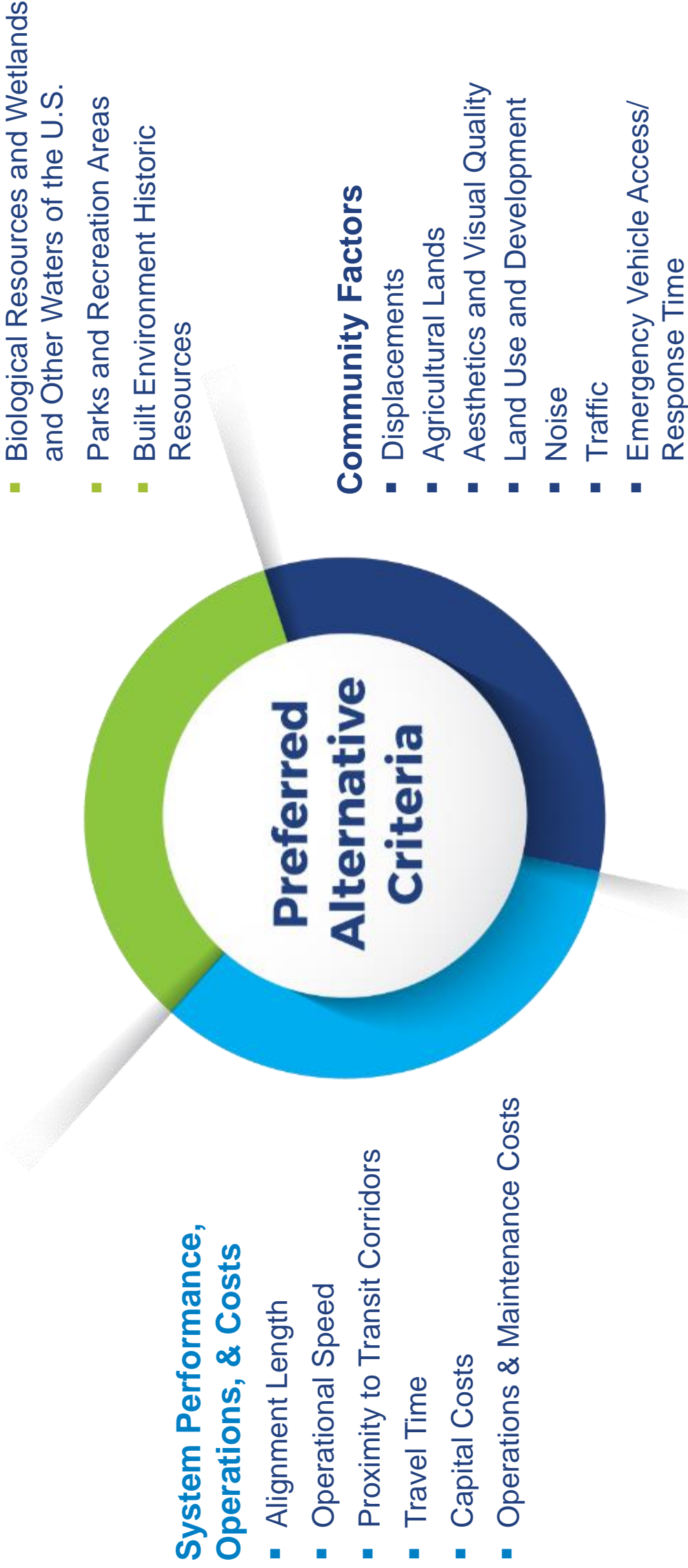
Central Valley Wye Alignments

HSR Stations

Maintenance-of-Way Facilities

IDENTIFYING A PREFERRED ALTERNATIVE











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# ALTERNATIVE 4 – Staff-Recommended State’s Preferred Alternative

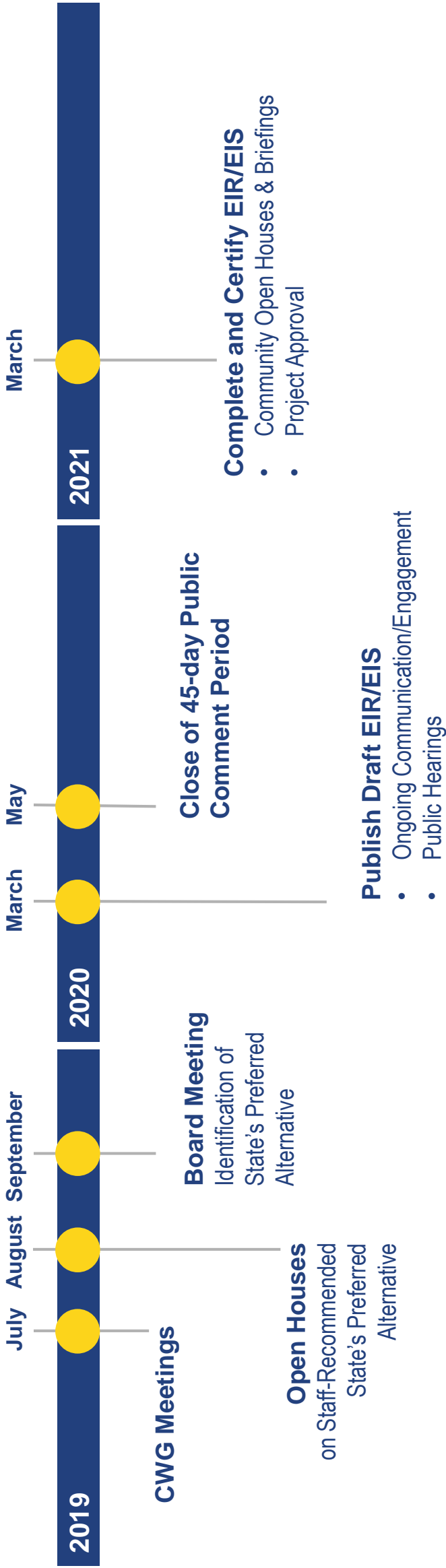
Conclusions of Technical Analysis

	Fewest displacements		Fewest visual impacts
	Fewest road closures		Marginal increase in system travel time
	Fewest impacts on wetlands and habitats		More noise (if no quiet zones)
	Good access to transit systems and services		Lowest capital cost
	Fewest impacts on natural resources		Allows for extension of electrified Caltrain service to Gilroy

# NEXT STEPS



# NEXT STEPS



## Community Working Groups

### Morgan Hill-Gilroy CWG

July 10, 6:00 – 8:00 pm

Morgan Hill Community and Cultural Center  
Morgan Hill, CA

### San Jose CWG

July 16, 6:00 – 8:00 pm

Leininger Center  
San Jose, CA

### San Francisco CWG

July 22, 6:00 – 8:00 pm

Bay Area Metro Center  
San Francisco, CA

### San Mateo County CWG

July 24, 6:00 – 8:00 pm

Burlingame Library  
Burlingame, CA

## Open Houses

### South Peninsula Open House

August 6, 5:00 to 8:00 p.m.

Adrian Wilcox High School  
Santa Clara, CA

### San Francisco Open House

August 12, 5:00 to 8:00 p.m.

Bay Area Metro Center  
San Francisco, CA

### San Mateo Open House

August 19, 5:00 to 8:00 p.m.

Sequoia High School  
Redwood City, CA

### Gilroy Open House

August 8, 5:00 to 8:00 p.m.

Gilroy Portuguese Hall  
Gilroy, CA

### San Jose Open House

August 15, 5:00 to 8:00 p.m.

City Hall Council Chambers  
San Jose, CA  
*\*Hosted by Sen. Beall*

### Los Banos Open House

August 21, 5:00 to 8:00 p.m.

Los Banos Community Center  
Los Banos, CA



# REQUEST FOR COMMUNITY FEEDBACK

CALIFORNIA HIGH-SPEED RAIL

*Please share the information presented today with your communities and give us your feedback.*

- Comments will be accepted through **August 22, 2019** to be included in the staff report to the Authority Board.
- Comments can be submitted via email to [San.Francisco](mailto:San.Francisco@hsr.ca.gov) [San.Jose@hsr.ca.gov](mailto:San.Jose@hsr.ca.gov) or via mail to: Northern California Regional Office  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 300  
San Jose, CA 95113

OR

- Share feedback in person at an upcoming Open House or at the **Authority Board meeting on September 17 in San Jose, CA.**



# THANK YOU



Headquarters  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814  
[www.hsr.ca.gov](http://www.hsr.ca.gov)



**Northern California Regional Office**  
California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 300  
San Jose, CA 95113

# APPENDIX A – TECHNICAL ANALYSIS

## SAN FRANCISCO TO SAN JOSE PROJECT SECTION







# SYSTEM PERFORMANCE, OPERATIONS AND COSTS<sup>1</sup>

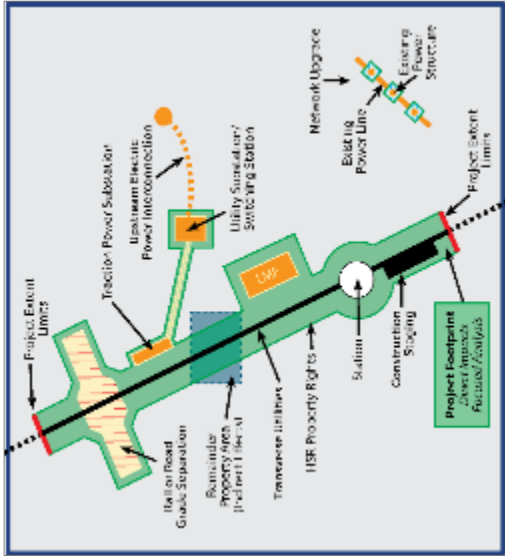
**Bold text** in tables indicates best-performing alternative(s).

CRITERIA	ALT A	ALT B
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Estimated Capital Costs (2017\$)	<b>\$2.6 billion</b>	\$3.5 billion
Estimated Annual Operations and Maintenance Costs (2017\$)		\$78 million
Caltrain Peak Hour Average Representative Travel Time (minutes)	<b>63</b>	65

# DISPLACEMENTS

**Bold text** in tables indicates best-performing alternative(s).

CRITERIA	ALT A		ALT B
Residential displacements (number of units)	<b>10</b>		19
Commercial and industrial displacements (# of businesses)	<b>29</b>		108
(square feet)	<b>211,261</b>		466,084
Community and public facilities displacement (number of units)	<b>2</b>		4



HSR Temporary and permanent footprint



Example: overlay of footprint in urban area



**Bold text** in tables indicates best-performing alternative(s).

CRITERION		ALT A	ALT B
Number of key viewpoints with decreased visual quality		3	5



San Carlos Station



El Camino Real at 39th Avenue, San Mateo



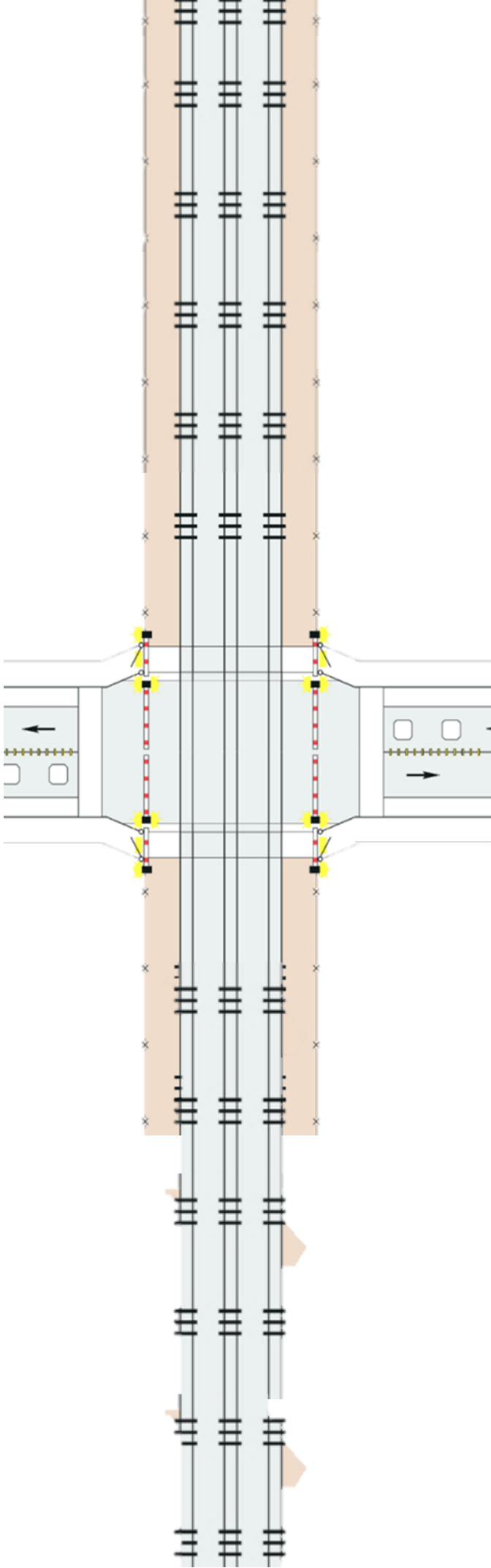
# LAND USE AND DEVELOPMENT

- Both alternatives potentially reduce available land for development at Brisbane Baylands
- Alternative B would convert 8 acres of land at Icehouse Hill and area containing endangered butterfly habitat that is designated for open space conservation



**Bold text** in tables indicates best-performing alternative(s).

CRITERIA		ALT A	ALT B
Temporary interference with local vehicle circulation		<b>No Change</b>	Along El Camino Real during passing track construction
Pedestrian Access from Downtown San Carlos to Caltrain Station		<b>No Change</b>	Reduced pedestrian access due to the relocation of the station 2,260 feet south of current location



# EMERGENCY VEHICLE ACCESS/RESPONSE TIME



**Bold text** in tables indicates best-performing alternative.

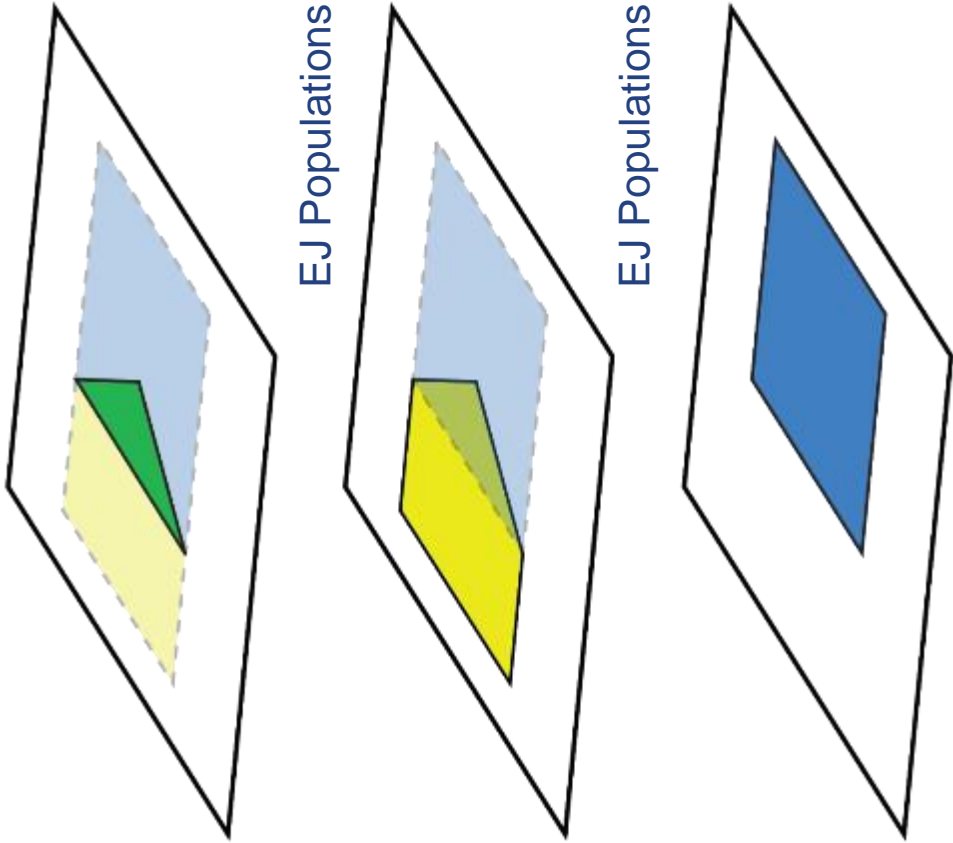
CRITERION		ALT A	ALT B
Temporary increases in emergency vehicle access/response time in south San Mateo, Belmont, San Carlos, and northern Redwood City due to short-term road closures and construction traffic associated with passing track construction		None	Yes





**Bold text** in tables indicates best-performing alternative(s).

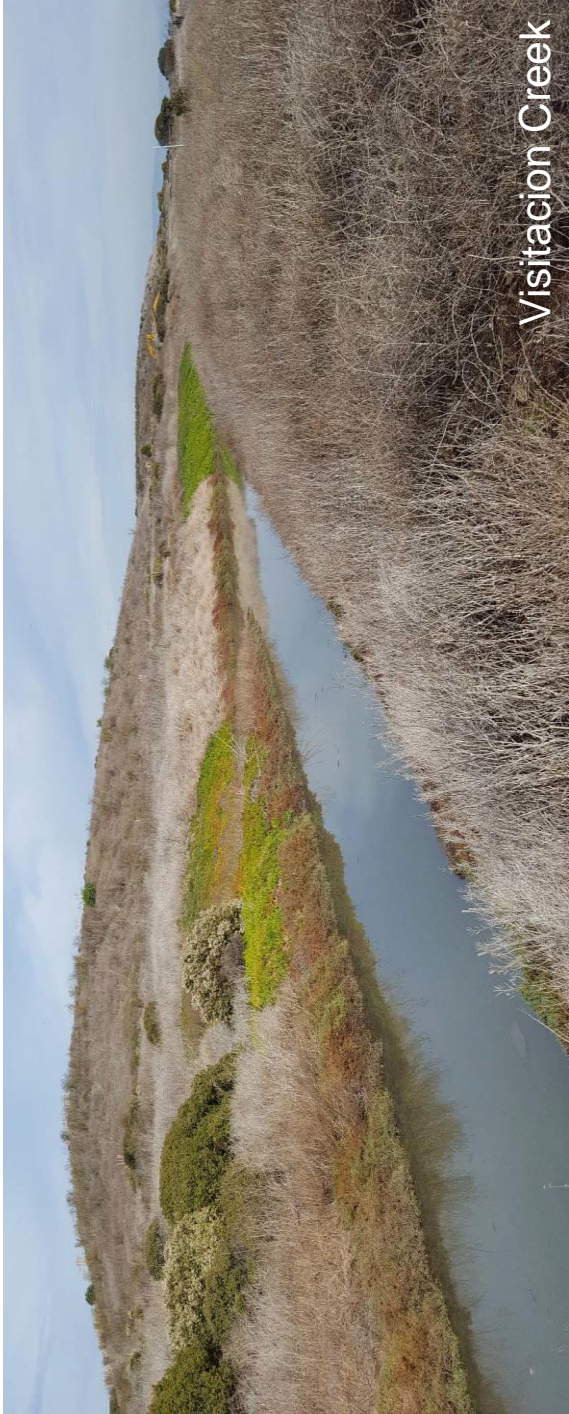
CRITERIA	ALT A		ALT B
	Less than Alt. B due to no passing track construction		More than Alt. A due to passing track construction
Construction-related disruption to Caltrain Service			
Permanent Effect on Planned Mixed Use Development (residential uses allowed) in Brisbane (acres)	2		21





**Bold text** in tables indicates best-performing alternative(s).

CRITERIA		ALT A	ALT B
Total permanent impacts on wetlands and other waters of the U.S. (acres)		<b>8.8</b>	12.8
Permanent Impacts on endangered callippe silverspot butterfly habitat (acres)		<b>0.0</b>	8.0



Visitacion Creek

# SUMMARY OF ALTERNATIVES EVALUATION – SYSTEM PERFORMANCE, OPERATIONS, AND COST FACTORS

CRITERIA		ALT A	ALT B
Alignment length (miles)		No Difference	
Maximum Operating Speed (mph)		No Difference	
HSR Peak Hour Average Representative Travel Time San Francisco to San Jose (minutes)			●
Proposition 1A Service Travel Time Compliance		✓	✓
Estimated Capital Costs (2017\$)		●	
Estimated Annual Operations and Maintenance Costs (2017\$)		No Difference	
Caltrain Peak Hour Average Representative Travel Time (minutes)		●	

● = Best-performing alternative

# SUMMARY OF ALTERNATIVES EVALUATION – COMMUNITY FACTORS

CRITERIA		ALT A	ALT B
Residential displacements		●	
Commercial and industrial displacements		●	
Community and public facilities displacement		●	
Number of key viewpoints with decreased visual quality		●	
Temporary interference with local vehicle circulation		●	
Pedestrian Access from Downtown San Carlos to Caltrain Station		●	
Temporary increases emergency response time in south San Mateo, Belmont, San Carlos, and northern Redwood City due to short-term road closures		●	
Environmental Justice: Construction-related disruption to Caltrain Service		●	
Environmental Justice: Permanent Effect on Planned Mixed Use Development (residential uses allowed) in Brisbane		●	

● = Best-performing alternative (fewest/least community impacts)



# SUMMARY OF ALTERNATIVES EVALUATION – ENVIRONMENTAL FACTORS

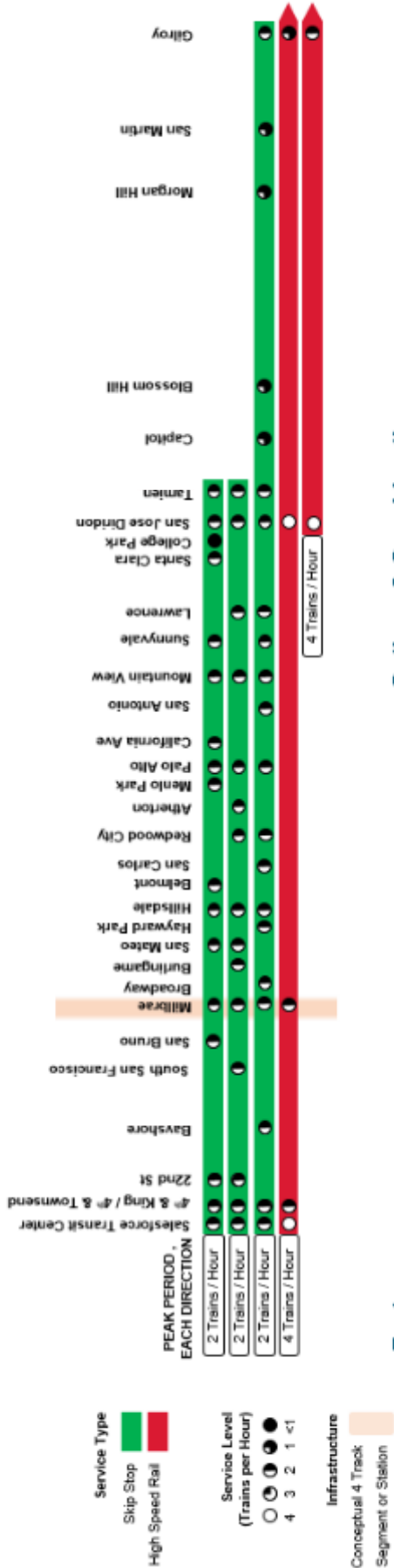
CRITERIA	ALT A		ALT B
Total permanent impacts on wetlands and other waters of the U.S.		●	
Permanent Impacts on endangered callippe silverspot butterfly habitat		●	



● = Best-performing alternative (fewest environmental impacts)



### 2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



#### Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

#### Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

#### Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence



DRAFT



## Appendix B – Supplemental

### SAN FRANCISCO TO SAN JOSE PROJECT SECTION



# INTERFACING WITH NORTHERN CALIFORNIA AGENCIES

Topics covered in 2018 - 2019

	ALIGNMENTS	WATER MANAGEMENT	TRANSPORTATION/ ROADS	ENGINEERING/ DESIGN	LAND USE	JOINT OUTREACH	2018 BUSINESS PLAN
Bay Area Rapid Transit	●		●	●			●
California Strategic Growth Council	●			●	●		●
Caltrain	●			●		●	●
Caltrans District 4	●		●				●
City and County Staff (throughout corridor)	●	●	●	●	●	●	●
Floodplain Administrators and Managers	●	●		●			●
Metropolitan Transportation Commission	●				●		●
Mineta San Jose International Airport	●		●				●
San Francisco Bay Conservation and Development Commission	●				●		●
San Francisco International Airport	●			●	●		●
Santa Clara Valley Transportation Authority	●				●	●	●
Transbay Joint Powers Authority	●		●	●			●



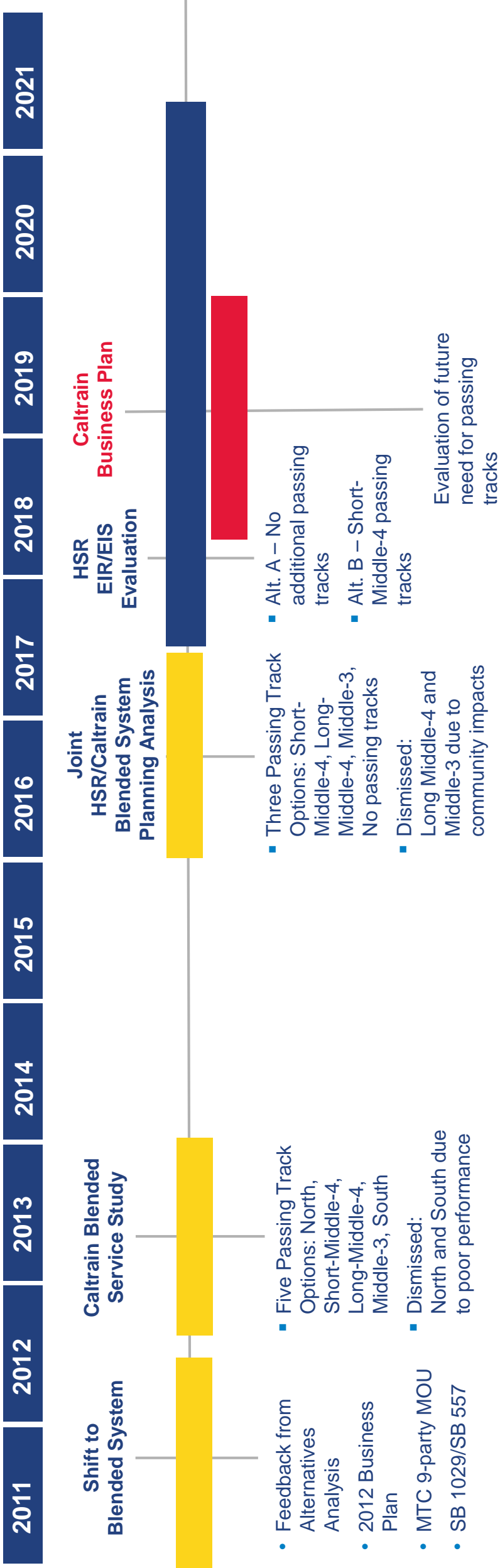


# SAN FRANCISCO TO SAN JOSE COMMUNITY OUTREACH

2016 – 2019



# PASSING TRACKS EVALUATION TIMELINE



# PASSING TRACKS

Alternatives Eliminated

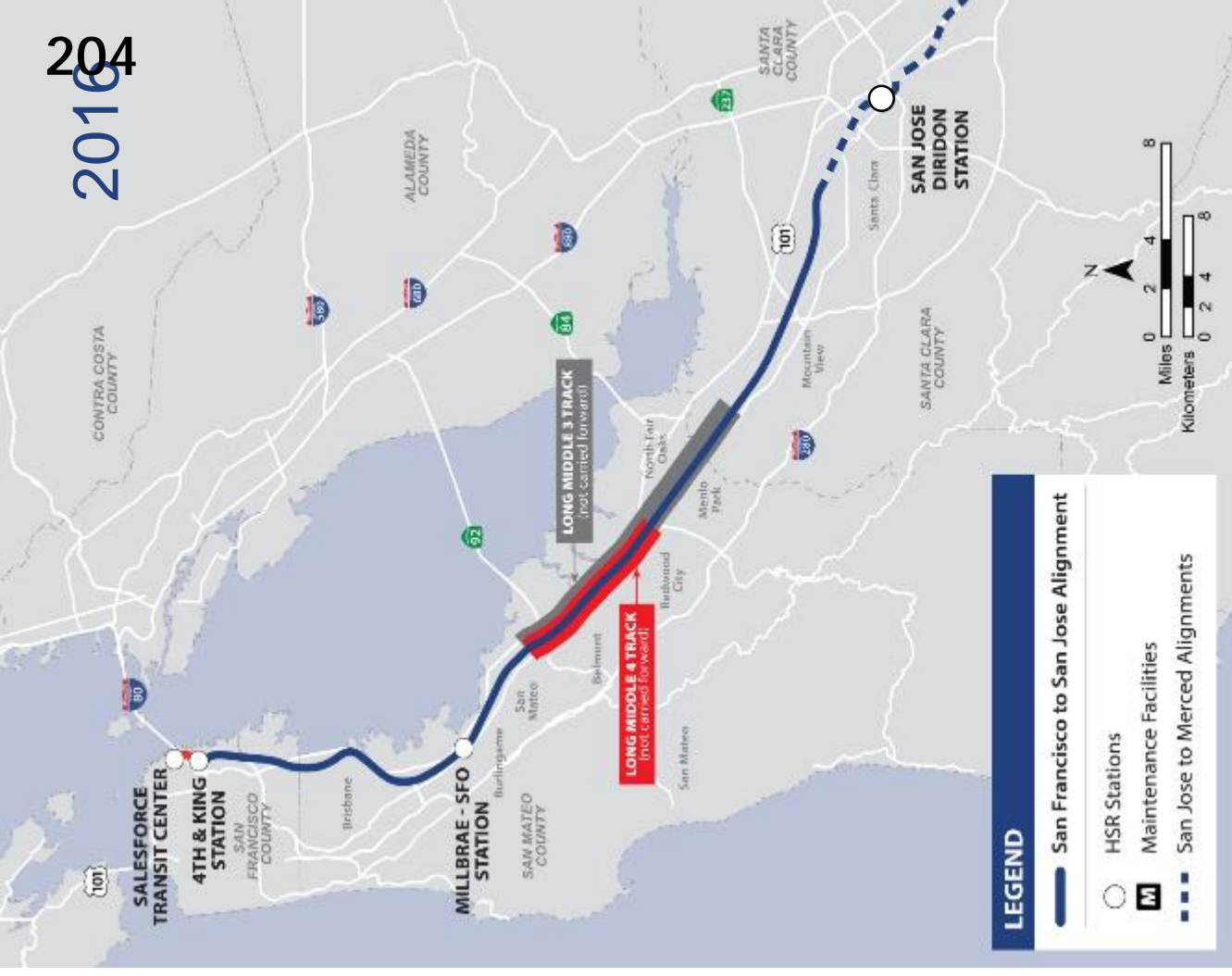
- **Long Middle 3-Track Passing Track Option (16 miles)**

- » San Mateo to Palo Alto
- » Greatest community impacts and costs
- » Impacts 16 at-grade crossings
- » Adjacent to 8.3 miles of residential uses

- **Long Middle 4-Track Passing Track Option (8 miles)**

- » San Mateo to Southern Redwood City
- » Moderate community impacts and costs
- » Impacts 6 at-grade crossings
- » Adjacent to 2.3 miles of residential uses

*Note: “Middle” means middle of the corridor*



# PASSING TRACKS

Alternatives Carried Forward

- **Alternative A: No Additional Passing Track Option**
- **Alternative B: Short-Middle 4-Track Passing Track Option (6 miles)**
  - » San Mateo to Redwood City
  - » Adjacent to 1.8 miles of residential uses
  - » Relocates San Carlos Caltrain station



*Note: “Middle” means middle of the corridor*



# LIGHT MAINTENANCE FACILITY

Alternatives Considered

- Port of San Francisco
- East Brisbane/West Brisbane
- San Francisco International Airport



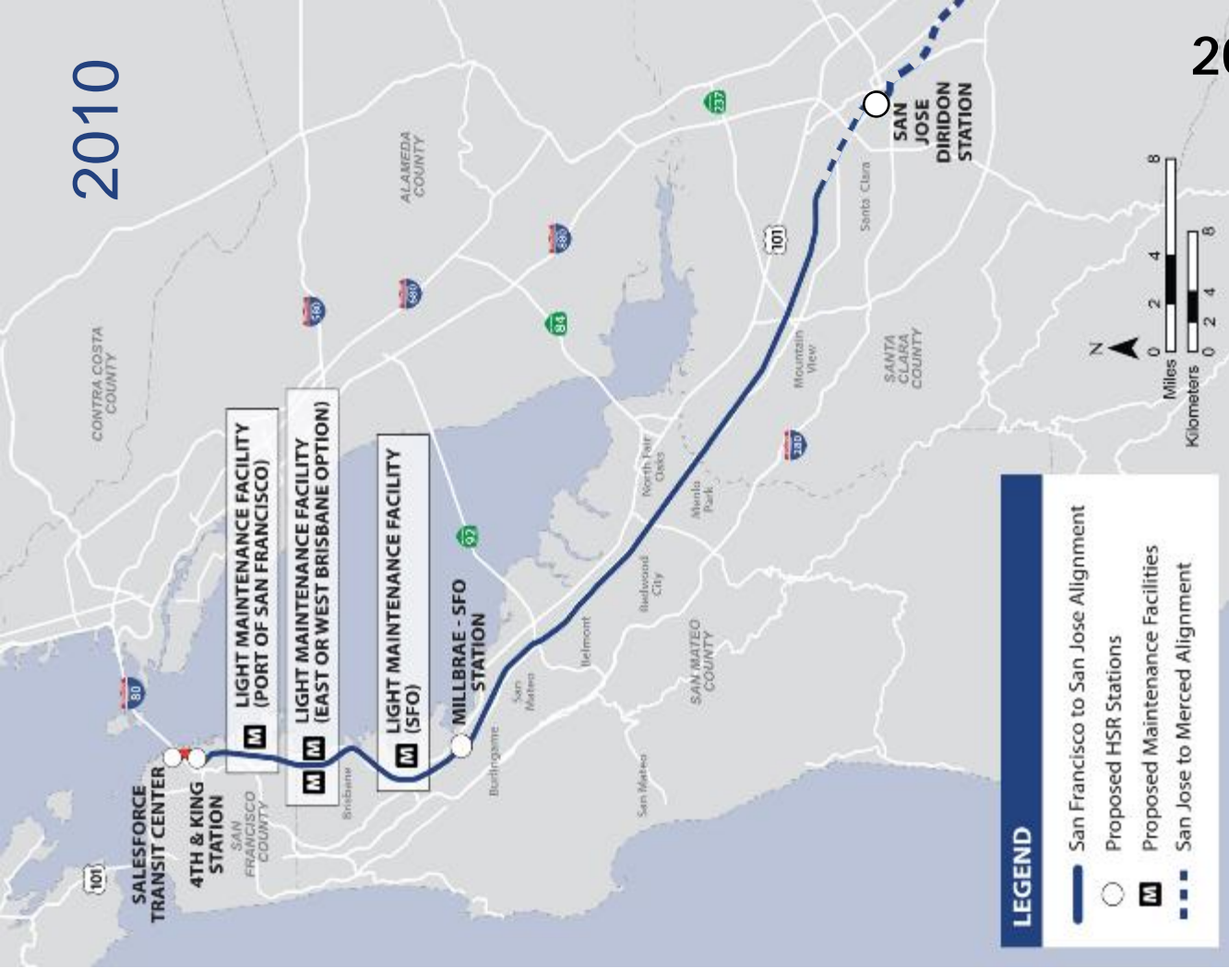
2016



# LIGHT MAINTENANCE FACILITY

Alternatives Eliminated

- **Port of San Francisco**
  - » Regionally and locally important infrastructure
  - » Permanent disruption to major circulation elements
  - » Displaces Marine Eco-Industrial Center planned uses
  - » More wetland/water impacts than Brisbane East LMF
  - » Substantially higher costs than Brisbane LMF options
- **San Francisco International Airport**
  - » Regionally important facility
  - » Displaces airport operational land uses
  - » Airport constrained from expansion by San Francisco Resolution 69.08
  - » More wetland/water impacts than Brisbane East LMF
  - » Substantially higher costs than Brisbane LMF options



## Appendix C – TECHNICAL ANALYSIS

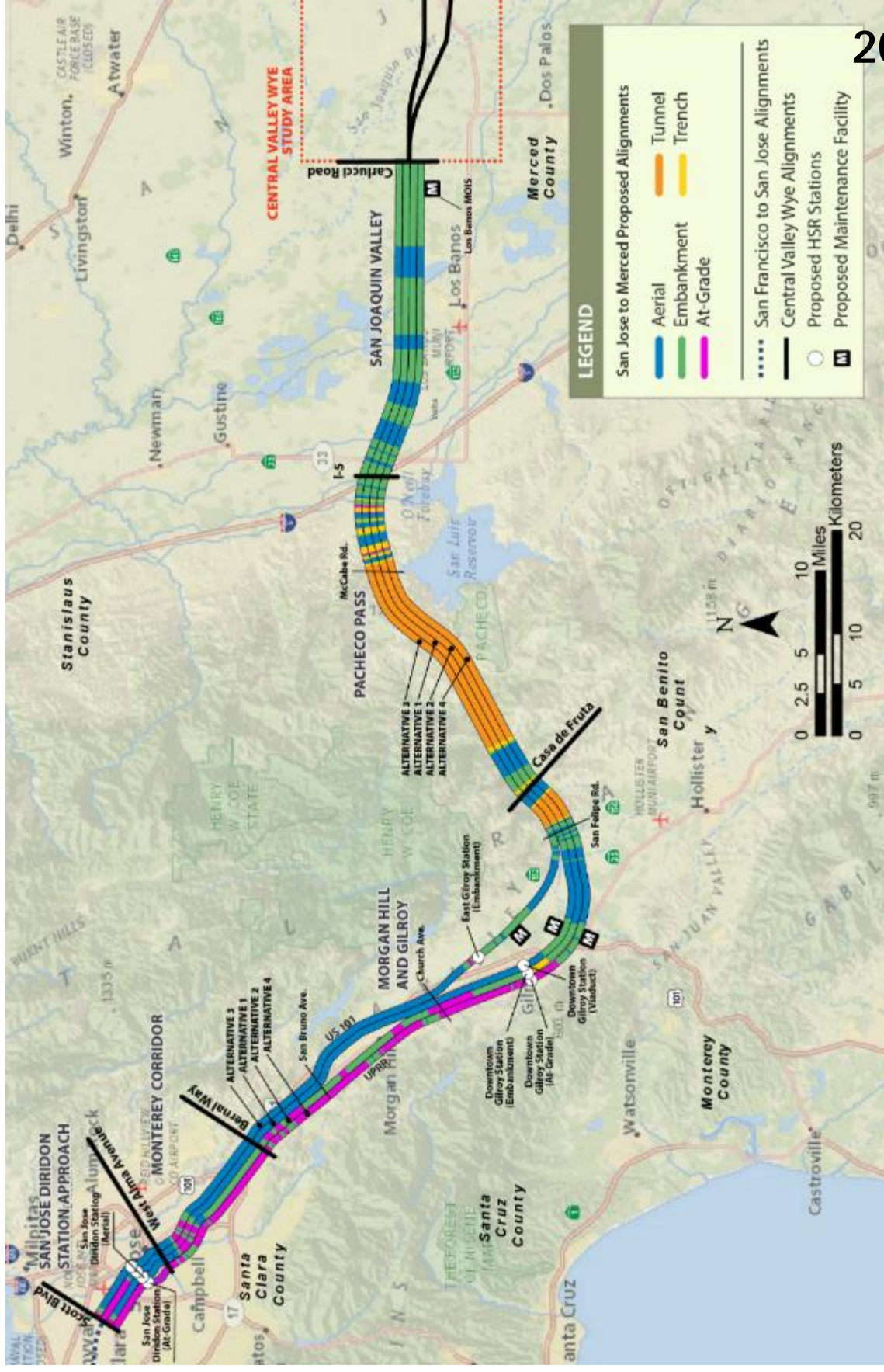
### SAN JOSE TO MERCED PROJECT SECTION





# SAN JOSE TO MERCED RANGE OF ALTERNATIVES

- San Jose to Merced Project Section
- 4 end-to-end alternatives
- Some alternatives are the same for a part of the route



# SUMMARY OF ALTERNATIVES EVALUATION – SYSTEM PERFORMANCE, OPERATIONS, & COSTS

CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Alignment length			●	
Operational Speed — San Jose to Gilroy		●		
Operational Speed — Gilroy to Central Valley Wye	No difference			
Proximity to existing transit corridors		●		●
Travel time — San Jose and Gilroy			●	
Proposition 1A service travel time compliance	✓	✓	✓	✓
Estimated capital costs				●
Estimated annual operations and maintenance costs	No difference			

● Best-performing alternative

# SUMMARY OF ALTERNATIVES EVALUATION – COMMUNITY FACTORS



CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Residential displacements				●
Commercial displacements (#)				●
Agricultural displacements (#)				●
Community or public facilities displacements				●
Commercial displacements (square footage)	●			
Agricultural structure displacements (square footage)	●			
Permanent conversion of important farmland				●
Visual quality effects				●
Consistency with Gilroy General Plan	●	●		●
Noise impacts with noise barrier mitigation			●	

CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Increase in 2040 peak travel time on Monterey Road (NB — AM/PM, SB — AM/PM)				●
Permanent road closures			●	●
Amount of mitigation needed to minimize emergency vehicle delays	●	●	●	
EJ proportion of total impacts on local views		●		●
EJ proportion of total residential displacements			●	●
EJ proportion of total business displacements			●	
Amount of mitigation required to address effects on emergency vehicle response times (EJ)	●		●	
EJ proportion of total noise impacts			●	

● Best-performing alternative (fewest environmental impacts)



# SUMMARY OF ALTERNATIVES EVALUATION – ENVIRONMENTAL FACTORS

CRITERIA	ALT 1	ALT 2	ALT 3	ALT 4
Waters and wetlands				●
Habitat for listed plant species				●
Habitat for listed wildlife species (California tiger salamander)				●
Wildlife corridor impacts	●	●		●
Conservation areas	●			●
Permanent use of 4(f)/6(f) park resources				●
Permanent adverse effects on NRHP-listed/eligible resources				●
Permanent significant impacts on CEQA-only historic resources			●	●

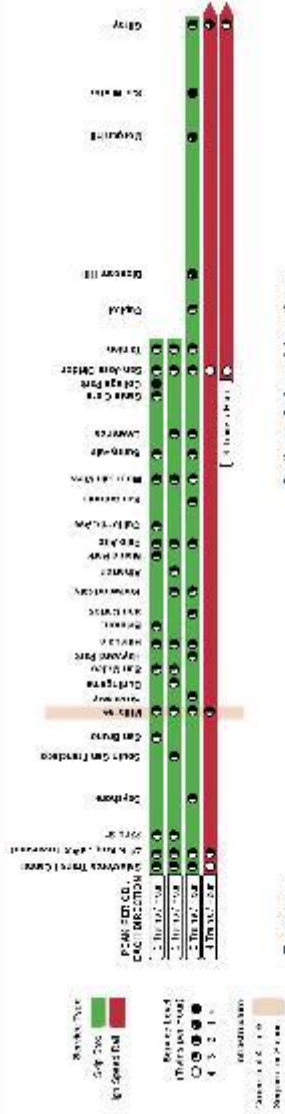
● Best-performing alternative (fewest environmental impacts)



# CALTRAIN BUSINESS PLAN

## Growth Scenarios

## 2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



## Features

- Cliented service with up to 10 TPH north of Tamluk.
- 16 Cairn + 4 -85' and up to 10 TPH south of Tamluk (2 Cairn + 2 HST).
- Two skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 5 +.
- Some catchment areas are not served at all.

### Passing Track Needs

- Less than 1 mile of new passing tracks at Viroqua associated with USR station plus use of existing passing tracks at Eschshorn and Lawrence

## Options &amp; Considerations

- Service approach is critical
- Opportunity to consider later in Business Plan

## High Growth Scenarios (12 Caltrain + 4 HSR)



## Features

- Nearly complete one stop service – a must!
- Stat ons receiving at least 4 T/H
- Two express lines serving major markets – many stat ons receive 0 or 12 T/H

## Passing Track Needs

- \* Requires up to 15 miles of new 4-lane segments to South San Francisco to Milbrae. Pay-to-use park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations. Access: California Avenue to north of Mountain View.

## Options &amp; Considerations

- SS-1 Millbrook passing track encloses second express line
- this line enters south of Burlington
- "crossover" between infrastructure and service along Millbrook
- Points to a "some flexibility in length of passing tracks versus number and location of stops"
- Flexible 5-minute passing track segment narrow-gauge between Halo Alto and Montemar View
- Allentown, College Park, and San Martin served on an hourly or exception basis

### Moderate Growth Scenario (8 Caltrain + 4 HSR)



## Features

- A majority of stations served by 4 TPH local stop line, but Mid Peninsula stations are very close with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 2 TPH
- Timed cross-business transfer at Rockwood Cty

### Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward -ark to Lilldale, at Redwood City, and a 4-track station at northern Santa Clara county (Palo Alto, California Ave. Sta - Antonio or

## Options &amp; Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Redwood City.
- Each local pattern can only stop once between Hillsdale and Redwood City.
- Atherton, College Park, and San Marin service on an hourly or exorbitant basis.

## High Growth Scenarios (12 Caltrain + 4 HSR)



## Options &amp; Considerations

- SS-1 Millbrook passing track encloses second express line
- this line enters south of Burlington
- "crossover" between infrastructure and service along Millbrook
- Points to a "some flexibility in length of passing tracks versus number and location of stops"
- Flexible 5-minute passing track segment narrow-gauge between Halo Alto and Montemar View
- Allentown, College Park, and San Martin served on an hourly or exception basis





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# Memorandum

**Date:** July 17, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 07/23/19 Board Meeting: Update on the San Francisco Safe Routes to School Non-Infrastructure Program

**RECOMMENDATION**    ☒ **Information**    ☐ **Action**

None. This is an information item.

## SUMMARY

In February 2019, the Board allocated \$160,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for administration of the San Francisco Safe Routes to Schools (SRTS) non-infrastructure program, which very recently transitioned from the Department of Public Health (DPH) to the SFMTA. This funding was conditioned upon the SFMTA providing an update to and seeking feedback from the Board and Citizens Advisory Committee on the SRTS program, including how the program is being designed to reach all San Francisco Unified School District (SFUSD) schools, advance mode shift, and implement the school area engineering program (see below and Attachment 1 for details). SFMTA will attend the July 23 Board meeting to provide the required update and to answer any questions the Board may have.

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

## DISCUSSION

### Background.

Over the last 18 months, the SFMTA has been working with its partners to refocus San Francisco's SRTS program priorities in the following ways: expanding the program to all 103 San Francisco public schools; strengthening communication and coordination among partners; and, by 2030, achieving new programmatic goals for reducing single family vehicle trips from 48% to 30% and reducing school area collisions by 50%.

In early 2019, the Board allocated \$160,000 in Prop K funds to the SFMTA to help fund the program, with the following condition:

- By June 2019, SFMTA staff will provide an update to and seek feedback from the Transportation Authority Board and Citizens Advisory Committee on the San Francisco Safe Routes to School program, including how the program is being designed to reach all SFUSD schools, advance mode-shift, and implement the school area engineering program.



SFMTA was in the process of hiring a new coordinator in June and requested a one-month extension to the deliverable, which was acceptable to Chair Peskin. This position is now filled.

For the 2019-20 and 2020-21 school years, San Francisco's SRTS non-infrastructure program will be funded with \$2,813,264 in federal One Bay Area Grant (OBAG) funds approved by the Board in January 2018 and Prop K.

### **Reaching All SFUSD Schools.**

For the past decade, the SRTS non-infrastructure program targeted approximately 30 schools to provide in-depth support and education (27 schools were included in the 2018-19 school year). Under the new framework, the SFMTA will provide outreach and education to promote mode shift and safety at all 103 non-charter San Francisco public schools, and educational events will be open to all members of the school community rather than to a specific subset of schools. Over the past year, SFMTA staff have worked with SFUSD, DPH and the Safe Routes SF partners to identify strategies for making this three-fold increase in outreach. The resulting workplan identifies new outreach efforts and a tiered approach to help ensure that all school communities are engaged and that the program's core equity commitments are met, including:

- In-person, on the ground outreach. These efforts will involve staff from the SF Safe Routes to Schools partnership visiting schools, engaging the community, and providing program visibility. Examples of this work include:
  - SRTS displays at 103 schools set up at the beginning of the 2019-20 school year.
  - Offering on-site tabling at 103 schools within the fall semester to share information about upcoming events and ways to get involved, and to sign parents and teachers up for SRTS updates.
- Opt-in activities at all schools. With the expansion to all schools, some offerings will be available for schools to provide. Safe Routes staff will support schools in setting up the programs and in cases where schools may have fewer resources, provide the programs directly to ensure that school communities are not limited by parent or teacher availability.
- Multi-school/community events. Safe Routes staff will host trainings that are open to the school community on subjects ranging from bicycle learn-to-ride programs for youth, to how to set up a volunteer crossing guard program, and other efforts to support safe access to schools.

SFMTA will produce program materials in multiple languages to meet the school community's needs.

### **Reduce Driving to School.**

The re-envisioned non-infrastructure program will be more focused on safety and mode shift to improve school area safety by reducing conflicts in the school drop off zones, and to support SFUSD sustainability goals of reducing driving trips to school.

In the beginning of the school year, the SFMTA will focus on expanding Walk & Roll to School Day, rolling out a pilot Transit to School Day, and outreach activities, all of which will be evaluated for

effectiveness. General program outreach and education activities will focus on providing tips and information on the “four fun ways” to get to school - walking, biking, transit, and carpooling. The SRTS program team will also identify a small number of schools that have the potential to help achieve the mode shift goal, and then pilot tactics that can be rolled out to larger numbers of schools and eventually the whole district, if they are shown to be effective and replicable.

### **Coordination with the Schools Engineering Program.**

The SFMTA’s Engineering and Livable Streets subdivisions will continue to implement Prop K funded capital projects that improve safety in the vicinity of public and private schools throughout the city. SFMTA will prioritize safety projects based on collision history, school size, and other factors.

With the new outreach program’s expanded reach to 103 schools, the SFMTA Schools Coordinator will be able to collect input from a more schools, connecting them with the SFMTA’s Engineering and Livable Streets staff and ensuring that school communities receive updates on how their requests are being addressed. This integrated communications approach is on top of some specific actions that are already underway, including baseline traffic engineering assessment at 103 schools, approval of speed humps at 19 school locations, selection of five schools for Walk Audits in the fall semester, and continued improvements to the Crossing Guard program including training for how to set up a volunteer crossing guard program.

### **Next Steps.**

The OBAG funds are conditioned upon the SFMTA providing annual progress reports on how the SRTS non-infrastructure project is doing with respect to achieving the established goals for mode shift and safety. SFMTA will provide its first progress report by July 2020, which we will share with Board members.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item. It will be presented to the CAC on July 24, 2019.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – San Francisco Safe Routes to School Program Presentation

Attachment 2 – List of Schools in the San Francisco Safe Routes to School Program



**SFMTA**

# SF Safe Routes to Schools Program Update

Miriam Sorell  
TDM Program Manager

# SRTS Program Funding



San Francisco  
County Transportation  
Authority



METROPOLITAN  
TRANSPORTATION  
COMMISSION



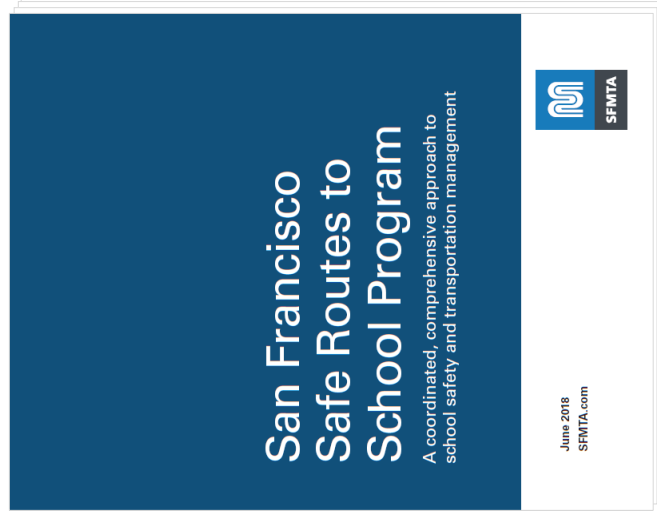
SFMTA

- Prop K: Local match for OBAG project and various schools engineering projects
- OBAG: Funding for non-infrastructure program for 2019-20 and 2020-21 School years (\$2.813 million)
- SFMTA: Ongoing programs include MTAP, Crossing Guards, Traffic Operations and more

# Transition to SFMTA

18 months of planning

8 key partners ♦ Over 50 meetings (& counting!)



# Refocused Program Priorities

- Expand number of schools reached
- New programmatic goals
  - By 2030, reduce single family vehicle trips from the current 48% to 30%
  - By 2030, reduce school area collisions by 50%
- Stronger coordination and communication

# Reaching All Schools

- Safety programs (such as crossing guard and engineering) available to all 240+ public and private schools, prioritized by collision history and school size
- Mode shift outreach expanded from 27 schools to all 103 non-charter public schools including:

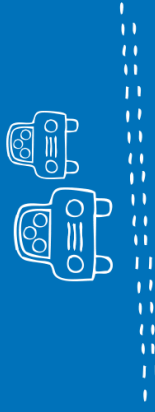
- SRTS Displays
- On-site tabling
- Trainings open for all
- Opt-in model
- Multilingual materials





# Reduce Driving to School

- Scale up efforts to promote “Four Fun Ways” – Walking, Carpool, Transit, Biking
  - Lessons from Behavior Change science
  - Ensure how-to information easily accessible
- Kick-off School year with greater emphasis on Walk & Roll to School Day
- First Transit to School Day
- Smaller pilots at individual schools place emphasis on evaluating impacts



# Reduce Collisions

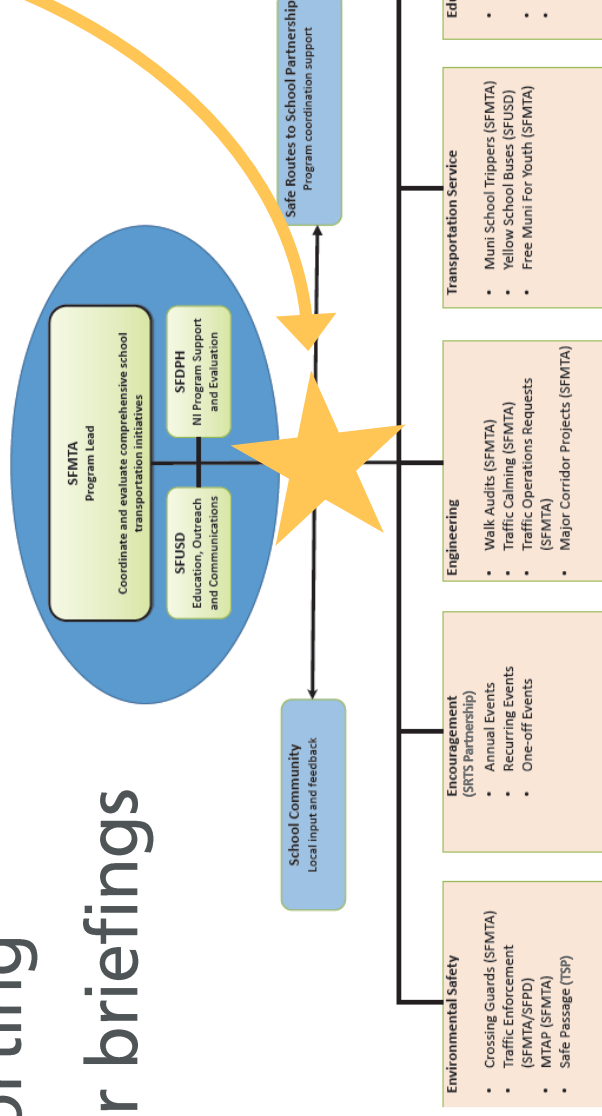
- Baseline traffic engineering assessment at 103 schools
- 19 school locations approved for speed humps
- Will finalize 5 schools for Walk Audits in fall semester
- Continue to improve Crossing Guard program



# Coordination & Communication

Welcome Ana Vasudeo – [ana.vasudeo@sfmta.com](mailto:ana.vasudeo@sfmta.com)

- Dedicated SRTS Coordinator housed at SFMTA
- Proactive communication with stakeholders
- Annual reporting
- Available for briefings



# Thank You

Safe Routes to School is a continuously evolving program – we welcome feedback and are available for briefings to discuss!

[miriam.sorell@sfmta.com](mailto:miriam.sorell@sfmta.com) / [ana.vasudeo@sfmta.com](mailto:ana.vasudeo@sfmta.com)



## List of Schools in the San Francisco Safe Routes to School (SRTS) Program

103 Non-Charter SFUSD Schools	Included in 2018-19 SRTS Program	Supervisory District	School Level
Alamo Elementary	Y	1	Elementary
Alvarado Elementary	Y	8	Elementary
Aptos Middle		7	Intermediate/Middle
Argonne Elementary		1	Elementary
Asawa (Ruth) SF Sch of the Arts, A Public School		8	Alternative of Choice
Balboa High		11	High
Brown Jr. (Willie L) Middle		10	Intermediate/Middle
Bryant Elementary		10	Elementary
Buena Vista/ Horace Mann K-8	Y	9	Elementary
Burton (Phillip and Sala) Academic High		10	High
Carmichael (Bessie)/FEC (Grades 6-8)		6	Middle
Carmichael (Bessie)/FEC (K-Grade 5)	Y	6	Elementary
Carver (George Washington) Elementary	Y	10	Elementary
Chavez (Cesar) Elementary	Y	9	Elementary
Chin (John Yehall) Elementary		3	Elementary
Chinese Immersion School at DeAvila		5	Elementary
Clarendon Alternative Elementary		7	Elementary
Cleveland Elementary	Y	11	Elementary
Cobb (William L.) Elementary		5	Elementary
Denman (James) Middle		11	Intermediate/Middle
Downtown High		10	Continuation High
Drew (Charles) College Preparatory Academy		10	Elementary
El Dorado Elementary	Y	10	Elementary
Everett Middle		8	Intermediate/Middle
Feinstein (Dianne) Elementary	Y	4	Elementary
Flynn (Leonard R.) Elementary	Y	9	Elementary
Francisco Middle		3	Intermediate/Middle
Galileo High		2	High
Garfield Elementary		3	Elementary
Giannini (A.P.) Middle		4	Intermediate/Middle
Glen Park Elementary		8	Elementary
Grattan Elementary	Y	5	Elementary
Guadalupe Elementary	Y	11	Elementary
Harte (Bret) Elementary	Y	10	Elementary
Hillcrest Elementary		9	Elementary
Hoover (Herbert) Middle		7	Intermediate/Middle
Huerta (Dolores) Elementary	Y	8	Elementary
Jefferson Elementary		5	Elementary
Jordan (June) School for Equity		10	Alternative of Choice
Key (Francis Scott) Elementary		4	Elementary
King (Thomas Starr) Elementary		10	Elementary
King Jr. (Martin Luther) Academic Middle		10	Intermediate/Middle
Lafayette Elementary		1	Elementary
Lakeshore Alternative Elementary		7	Elementary
Lau (Gordon J.) Elementary	Y	3	Elementary
Lawton Alternative Elementary		4	Elementary
Lee (Edwin and Anita) Newcomer		3	Elementary
Lick (James) Middle		8	Intermediate/Middle
Lilienthal (Claire) Elementary (Grades 3-8)		2	Elem./Middle
Lilienthal (Claire) Elementary (K-Grade 2)		2	Elementary
Lincoln (Abraham) High		4	High
Longfellow Elementary	Y	11	Elementary
Lowell High		7	High
Malcolm X Academy		10	Elementary



## List of Schools in the San Francisco Safe Routes to School (SRTS) Program

Marina Middle		2	Intermediate/Middle
Marshall (Thurgood) High		10	High
Marshall Elementary	Y	6	Elementary
McCoppin (Frank) Elementary		1	Elementary
McKinley Elementary		8	Elementary
Milk (Harvey) Civil Rights Elementary		8	Elementary
Miraloma Elementary		7	Elementary
Mission Education Center		8	Elementary
Mission High		8	High
Monroe Elementary	Y	11	Elementary
Moscone (George R.) Elementary		9	Elementary
Muir (John) Elementary		3	Elementary
New Traditions Elementary		5	Elementary
O'Connell (John) High		9	High
Ortega (Jose) Elementary		11	Elementary
Parker (Jean) Elementary	Y	3	Elementary
Parks (Rosa) Elementary	Y	5	Elementary
Peabody (George) Elementary	Y	1	Elementary
Presidio Middle		1	Intermediate/Middle
Redding Elementary		3	Elementary
Revere (Paul) Elementary		9	Elementary
Rooftop Elementary (K-Grade 4)		8	Elementary
Rooftop Elementary (Grades 5-8)		8	Middle
Roosevelt Middle		2	Intermediate/Middle
S.F. International High		9	Alternative of Choice
San Francisco Community Alternative		11	Elementary
San Francisco Public Montessori		2	Elementary
Sanchez Elementary		8	Elementary
Serra (Junipero) Elementary		9	Elementary
Sheridan Elementary		11	Elementary
Sherman Elementary	Y	2	Elementary
Sloat (Commodore) Elementary	Y	7	Elementary
Spring Valley Elementary	Y	3	Elementary
Stevenson (Robert Louis) Elementary		4	Elementary
Sunnyside Elementary	Y	7	Elementary
Sunset Elementary	Y	4	Elementary
Sutro Elementary		1	Elementary
Taylor (Edward R.) Elementary	Y	10	Elementary
Tenderloin Community		6	Elementary
Ulloa Elementary		4	Elementary
Visitation Valley Elementary		10	Elementary
Visitation Valley Middle		10	Intermediate/Middle
Wallenberg (Raoul) Traditional High		2	High
Washington (George) High		1	High
Webster (Daniel) Elementary		10	Elementary
Wells (Ida B.) High		5	Continuation High
West Portal Elementary		7	Elementary
Yick Wo Elementary		3	Elementary
Yu (Alice Fong) Elementary		7	Elementary



**SFMTA**



# Muni LRV4 Update

Julie Kirschbaum, Director of Transit  
San Francisco County Transportation Authority  
July 23, 2019



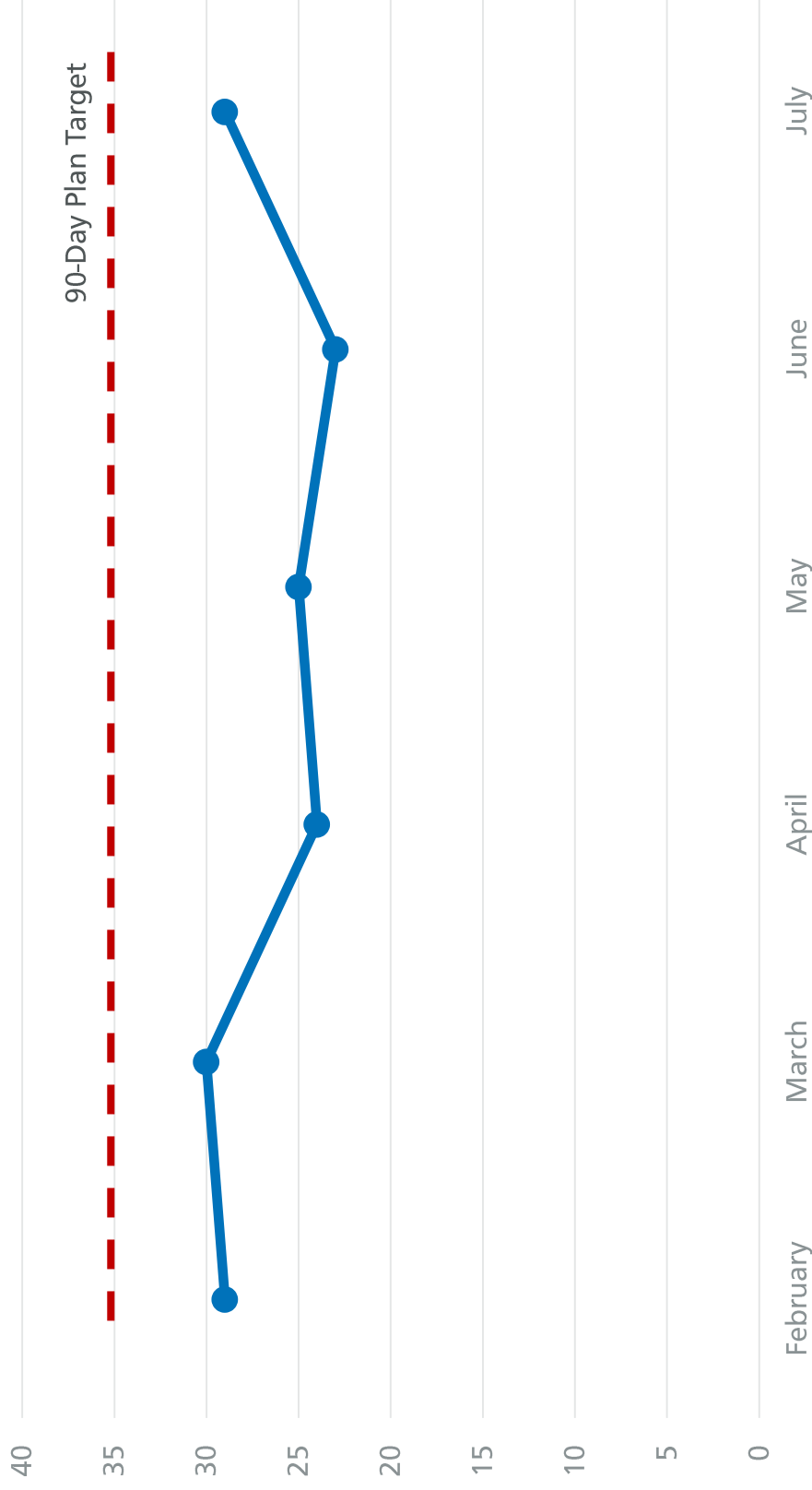
# Status Update

- 66 vehicles delivered, 57 service-ready
- Door retrofits completed and all LRV4s are operating without restrictions
- Coupler repairs are progressing on target for end of July
- Siemens bears costs of all warranty repairs
- Availability has improved, but breakdowns continue to be too high



# Fleet Availability

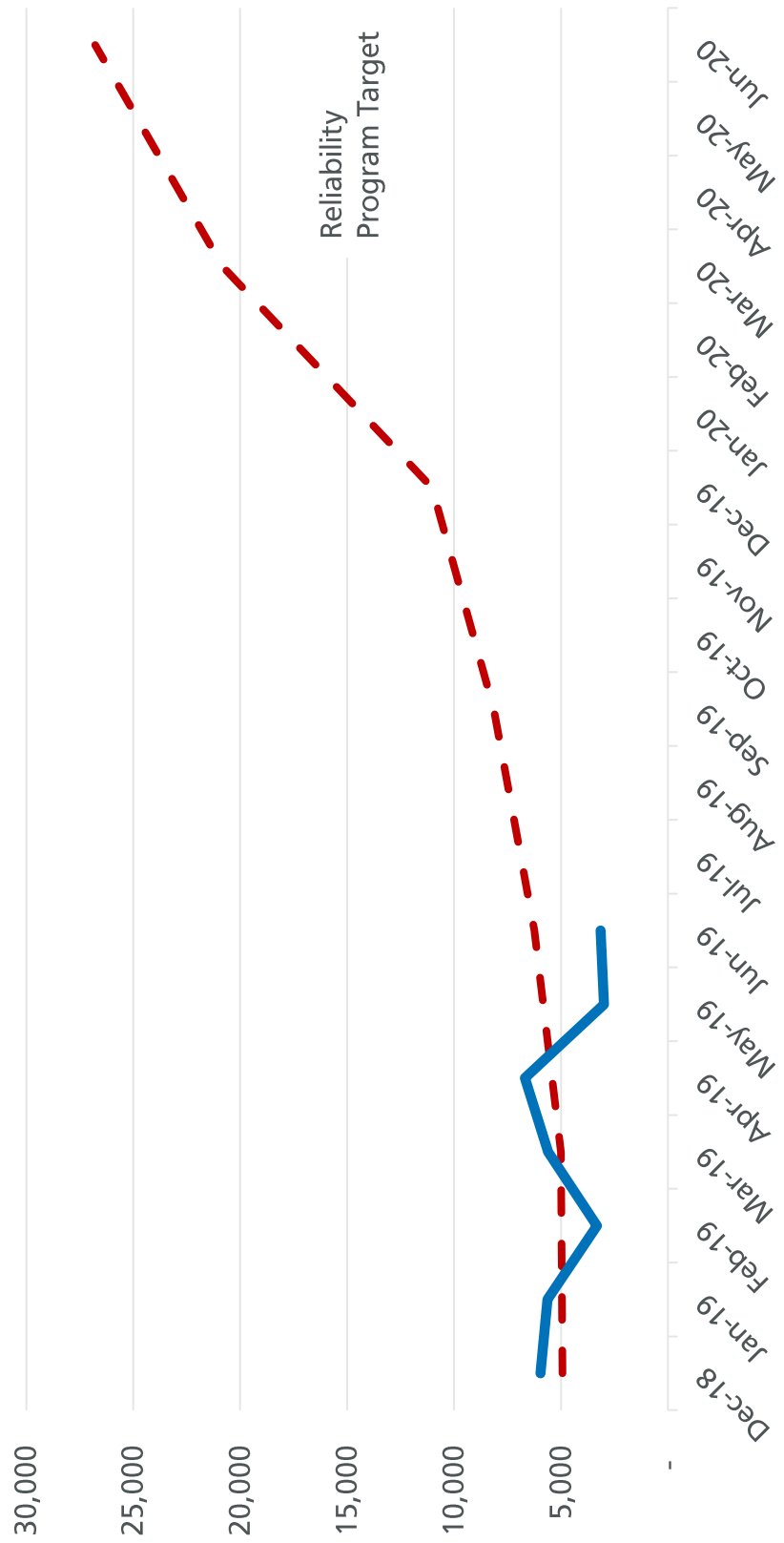
## Vehicles Available for Service by Month



July data is preliminary and based on the first two weeks of the month

# Reliability Program

## Mean Distance Between Failures



# Change Order Status

We have been collecting feedback from operators, maintenance, engineering and the public about all aspects of our new light rail vehicles since they first arrived in 2017

Operator	Maintenance	Passengers
<ul style="list-style-type: none"><li>• Updated operator panel switches for easier use</li><li>• Larger monitors for camera feed</li><li>• Updates to passenger information system to improve usability</li></ul>	<ul style="list-style-type: none"><li>• Updates to brakes to reduce flattened wheels</li><li>• Changes to panel securements for easier access</li><li>• Updates in seat material to make more durable</li></ul>	<ul style="list-style-type: none"><li>• Addition of transverse seats</li><li>• Lower seat height</li><li>• Updated seating design</li><li>• Increased places to hold, handholds at more heights</li><li>• Improved on-board announcements</li></ul>

# Operator-Driven Improvements

Through regular meetings with the union and operator post-operation reports, we have identified the following items that we aim to address through change order or warranty

Improvements Made	Improvements Confirmed	Improvements Under Development
<ul style="list-style-type: none"> <li>• Single panel door sensitive edges</li> <li>• Glare shield for monitor</li> <li>• Upgrade screens to touch-screen</li> </ul>	<ul style="list-style-type: none"> <li>• Track iron holder</li> <li>• Front door open switch to blue</li> <li>• External panel self-closing design</li> <li>• Flat spots/track brakes</li> <li>• Step switch self-setting</li> <li>• Step actuator and gap filler panel access improvement</li> </ul>	<ul style="list-style-type: none"> <li>• Crew key design update</li> <li>• Larger monitors for rear view—prototypes on property</li> <li>• Operator door locking improvement</li> <li>• Aisle view, Stepwell/farebox, front right side mirror</li> </ul>

# Next Steps: See You in September!



- Achieve 90-day plan performance improvements
- Project team working this summer to finalize Phase 2 package of changes
- Entering negotiations with Siemens to determine final elements and costs





Thank you

