



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, November 27, 2018; 10:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Tang (Vice Chair), Brown, Cohen, Fewer, Kim, Mandelman, Ronen, Safai, Stefani 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 November 13, 2018 Meeting – ACTION*	5
5. [Final Approval] Appoint Jerry Levine to the Citizens Advisory Committee – ACTION*	13
6. [Final Approval] Allocate \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Approve \$200,000 in Prop K Sales Tax Funds for One Request – ACTION*	21
Projects: (PCJPB) Tunnels 1 & 4 Track and Drainage Rehabilitation (\$1,300,000), Revenue Vehicle Rehabilitation (\$3,807,115), Ticket Vending Machine Rehab Program (\$218,485), SF Station Enhancements and Renovations (\$200,000), Systemwide Track Rehabilitation (\$1,100,000), Railroad Communications State of Good Repair (\$106,400), Signal System State of Good Repair (\$60,000), Guadalupe River Bridge Replacement and Extension (\$600,000) and Marin Street and Napoleon Avenue Bridges Rehabilitation (\$108,000); (SFMTA) Replace 35 Paratransit Vans (\$931,019) and New Traffic Signals Contract 65 (\$300,000); (SFCTA) TSP Evaluation Tool (\$200,000)	
7. [Final Approval] Adopt 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway – ACTION*	33
8. [Final Approval] Adopt the 2019 Prop K Strategic Plan – ACTION*	63

9. **[Final Approval]** Adopt the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange in Prop K Funds for the U.S. 101/I-280 Managed Lanes Project – **ACTION*** 101
10. **[Final Approval]** Award a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study – **ACTION*** 117
11. **[Final Approval]** Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services – **ACTION*** 129

End of Consent Agenda

12. Update on the Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc – **INFORMATION*** 145
- Chair Peskin called for the Board to enter into a contract for independent analysis and oversight services as a means of supporting Transportation Authority Commissioners and their staffs in assessing the agency’s effectiveness and efficiency in achieving its mission with a focus on three functional areas of the agency’s operations: 1) Prop K Capital Program Administration; 2) Budget Review and Analysis; and 3) Prop K Sponsor Reimbursements. In July 2018, the consultants presented their recommendations to the Board. At the November 27 Board meeting, we are providing an update on how we are following up on the recommendations.
13. Regional Measure 3 Implementation Update – **INFORMATION*** 169
14. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2018 – **INFORMATION*** 199

Other Items

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

*Additional Materials

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

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

Board Meeting Agenda

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

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

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, November 13, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Brown, Fewer, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (8)

Absent at Roll Call: Commissioners Cohen (entered during Item 4), Kim (entered during Item 8) and Safai (entered during Item 11) (3)

Commissioner Yee moved to excuse Commissioner Kim, seconded by Commissioner Brown. Commissioner Kim was excused without objection.

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended adoption and amendments of the Prop K 5-Year Prioritization Programs (5YPPs) and noted there was a specific interest related to the Balboa Park station improvements. He said the CAC wanted to ensure that a comprehensive plan was shaped, both with regards to specific station area improvements and overall pedestrian and commuter safety in the area. He noted that the Muni M line had its terminus there and that the proposed Geneva Bus Rapid Transit (BRT) Project was in the planning stages, with general (land) development underway in the area. Mr. Larson said the CAC also inquired about longer-term funding and planning now that some funding streams in the Prop K Expenditure Plan appeared to be running out in the next five-year period.

Mr. Larson reported that the CAC recommended approval of the Final Freeway Corridor Management Study and U.S. 101/I-280 Managed Lanes Project and emphasized the importance of conducting a thorough equity study, given the preferred alternative of studying tolling as part of express or High-Occupancy Toll (HOT) lanes. He said CAC members were interested in the cost-benefit analyses that would be conducted to see if higher vehicle occupancy would be achieved and whether the associated travel time benefits helped to justify the project. He added that the CAC raised the issue of commuter buses using the express lanes when they are often virtually empty in one direction of their round trips.

Mr. Larson reported that following the October Board resolution to authorize the Executive Director to suspend all further financial assistance to the Transbay Joint Powers Authority (TJPA), the CAC received an update on fissures found on steel girders at the Transbay Transit Center. He said the CAC asked if the TJPA was aware of other structures with a girder design similar to the Transbay Transit Center. TJPA stated that the design was not common, but neither was it unique or unusual. He said in response to public comment the TJPA explained that the

park on top of the building was not an unusual factor affecting the structural soundness of the building. He said the TJPA stated that once responsibility of the fissure was established the cost for closure and repair would be distributed out accordingly.

Mr. Larson reported that the CAC raised concerns about continued operational issues at the West Portal tunnel exit with Muni staff needing to manually adjust switches for light rail vehicles. He said the CAC requested a presentation from the San Francisco Municipal Transportation Agency (SFMTA) at a future meeting.

There was no public comment.

3. Approve the Minutes of the October 23, 2018 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (8)

Absent: Commissioners Cohen, Kim and Safai (3)

4. Appoint One Member to the Citizens Advisory Committee – ACTION

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

Jerry Levine spoke to his interest and qualifications in being appointed to the CAC.

There was no public comment.

Commissioner Stefani recommended the appointment of Mr. Levine to the CAC and said she was impressed with his passion for transportation, experience and ideas.

Commissioner Stefani moved to appoint Jerry Levine to the CAC, seconded by Commissioner Mandelman.

The motion to appoint Jerry Levine was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (9)

Absent: Commissioners Kim and Safai (2)

Chair Peskin called Item 5 after Item 11.

5. Allocate \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Appropriation of \$200,000 in Prop K Sales Tax Funds for One Request – INFORMATION

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

Commissioner Cohen requested that the District 10 projects be highlighted.

Ms. LaForte referenced Attachment 1 to the memorandum which lists all of the projects and districts included in the funding requests. She noted all of the Caltrain state of good repair requests and the design phase funding request for New Traffic Signals Contract 65 with a location on Oakdale Avenue and Loomis Street.

Commissioner Cohen acknowledged that a significant number of the proposed allocations were located in District 10. She noted that there was still additional need for transportation projects and studies along the southeast corridor in Districts 6, 10 and 11.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioners Kim and (1)

6. Adopt 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway – ACTION

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

Chair Peskin asked if the Transportation Authority or the SFMTA could verify that the Central Subway project was still on budget.

Alberto Hoe, Acting Director of Central Subway Project at the SFMTA, said the project was behind schedule but was still on target for completion within the overall budget of \$1.587 billion.

Commissioner Yee shared the concerns of a senior public transit rider who remarked that the design of the bench seats on the new Muni Light Rail Vehicles (LRV) made it difficult for seniors to stand up and disembark because the seats did not include arm rests or grab bars. He asked if the SFMTA had developed solutions for this problem.

Dan Howard, Project Manager at SFMTA, said SFMTA was considering enhancements to the bench seats that would make it easier for elderly passengers to arise. He said they were working with the manufacturer to develop an action plan to address the issue but did not have a plan to report at that time.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (9)

Absent: Commissioners Kim and Safai (2)

7. Adopt the 2019 Prop K Strategic Plan – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Peskin, Ronen, Stefani, Tang and Yee (8)

Absent: Commissioners Kim, Mandelman and Safai (3)

8. Adopt the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange in Prop K Funds for the U.S. 101/I-280 Managed Lanes Project – ACTION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Fewer asked if staff had current data demonstrating how many people were in vehicles now. She asked how many cars had two people in them, how many were single rides and how many had three or more people.

Mr. Heidel replied that there was available data and that in the freeway corridors in San Francisco, about 20 - 25% of the vehicles today met the two person or more requirement including transit buses and vans. He said 3-5% of vehicles had three or more people and the remaining vehicles were single rides.

Commissioner Fewer asked if the data was collected on a weekday or weekend and if it was collected during commute hours.

Mr. Heidel said the data was collected on a Tuesday, Wednesday and Thursday during commute hours.

Commissioner Brown asked what besides the enhancement of bus services for the three lines serving communities of concern was being done to promote equity for residents who live near the proposed lanes.

Mr. Heidel said the Transportation Authority was coordinating with partner agencies on how to use managed lanes programs to promote equity. He said outreach discussions showed that one of the first things people asked for was improvement in transit service and that was what the Transportation Authority lead with. He noted that Los Angeles had done great work around other programs that included using the revenue that was collected from the pricing to either provide toll subsidies to low income travelers who were not able to use transit or to fund even more transit beyond what would otherwise be available in the lane.

Commissioner Brown asked if assisting with FasTrack was an example of an equity program.

Mr. Heidel answered in the affirmative and explained that FasTrack had a monthly maintenance fee that was a barrier to entry for a lot of people on limited income. He said Los Angeles had a program where if you were eligible for any state assistance program, you could get a Fastrack at no cost, preloaded with \$25 that had no monthly maintenance fee. Additionally, if someone rides transit frequently, they are rewarded by receiving toll credit for free onto their FasTrack.

Commissioner Yee asked if the analysis looked at the impact of whether any of the scenarios would increase or decrease the number of vehicles coming into San Francisco. He said it could be assumed that the recommended scenario could allow more vehicles into San Francisco because of the better traffic flow.

Mr. Heidel replied that an analysis was done and that the changes for all the scenarios were within half a percent overall for each one. He said the changes were small because a new lane was not being built, but rather all three of the proposals were planning to reallocate the existing capacity. He added that there was no additional room for more vehicles to come in and the proposed plan was trying to give priority to those vehicles that have more people in them. He said either way, across all three scenarios, there was not a significant difference in the total number of vehicles travelling in the corridor.

Commissioner Cohen thanked Transportation Authority staff for the presentation and said the topic needed to be delved into with some level of sensitivity. She said she was viewing the topic from an environmental justice, social justice and public health lens and reminded the Board that both U.S. 101 and I-280 run through District 10. She added she was particularly interested in the particulate matter and dust that was emitted by traffic. Commissioner Cohen said she was in favor of decreasing traffic but was also cautious about the cost of implementing a fee to travel through a neighborhood. She reiterated the sensitivity of the topic and said she was fortunate to go down and do a tour in Southern California to learn more about how Los Angeles' toll roads are working.

Commissioner Cohen stated she would be voting in favor of the item because she felt the city needed more equity studies. She said she was grateful that the Transportation Authority had demonstrated a level of commitment to not leave people behind and for paying careful attention to the people who are living in and around freeways. She asked other colleagues to be supportive of the item and said it was a contract to continue to oversee the continued study for equity.

During public comment Gloria Berry, District 10 resident, said she was very concerned about the project and felt it was catering to people who did not live in the city and wanted to bypass traffic. She said the project would affect low income residents who did not qualify for the proposed equity programs and were reliant on the freeways to get over to the main parts of the city. She requested that a focus be placed on the needs of residents near the freeways and in District 10.

Chris Lepe, Senior Community Planner at TransForm, said TransForm was a transportation and land use organization in the Bay Area and was in support of the item. He agreed with the presentation that traffic was getting worse and said TransForm believed that managed lanes could move more people with fewer cars and help alleviate congestion and promote equity if done well. He said the three plus HOT approach, as shown through the study, was going to produce the best results and noted the importance of equal access to the lanes. He mentioned that TransForm would soon be releasing a report on pricing and equity and looked forward to sharing that with the Board as soon as it is released.

Commissioner Cohen moved to approve the item, seconded by Commissioner Kim.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Mandelman (1)

9. **Award a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study – ACTION**

Linda Meckel, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Mandelman (1)

10. Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services – ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Mandelman (1)

Chair Peskin called Item 11 after Item 4.

Items from the Vision Zero Committee

11. [Final Approval] Approve a Resolution of Support Committing the Transportation Authority and Encouraging the Board of Supervisors and the Media to Pledge to Use “Crash” and “Collision” and not “Accident” in Recognition of World Day of Remembrance 2018 – ACTION

Commissioner Yee and Amanda Lamb, Member of San Francisco Bay Area Families for Safe Streets, presented the item.

Commissioner Cohen thanked Ms. Lamb for her personal testimony and expressed that Ms. Lamb had articulated the significance of supporting the resolution in a very poignant and personal way. She said she was grateful Ms. Lamb found the strength to share her story and the stories of many others with the Board. She noted that these types of stories were often considered a number or a tally and not a name or a human being. She thanked Ms. Lamb for reminding the Board how important it was to remember and to recognize that they had the power to make some changes to high-traffic corridors and that the Transportation Authority should continue to strive to make sure streets were safe for everyone. Commissioner Cohen thanked Commissioner Yee for bringing the resolution before the Board and indicated her support.

Commissioner Yee thanked Ms. Lamb for articulating the importance of the resolution and recognized that it was difficult for members of Families for Safe Streets to talk about personal tragedies. He asked the Board to unanimously support the resolution. He noted that at the

previous Vision Zero Committee meeting he praised Channel 7's [ABC] 5 o'clock news for using "collision", rather than using the word "accident". He said it seemed the media was picking up on the importance of word choice and invited his colleagues to join him at the World Day of Remembrance.

Commissioner Fewer thanked both Commissioner Yee and Ms. Lamb and shared that her and her husband, a retired San Francisco police officer of 35 years, were both victims of separate collisions. She reflected on her husband's collision and said to call it an "accident" was minimizing the harm that really happened. She thanked Commissioner Mandelman for working with her and the San Francisco Police Chief to advocate for more enforcement on city streets and additional motorcyclists on the traffic unit to help change driving behavior. She indicated that she was giving her verbal commitment in support of the resolution.

Commissioner Brown thanked Ms. Lamb and said she had the unfortunate scenario where she had occasion to use "crash" for the first time about a month ago. She said it was after she signed on to the resolution and a constituent in District 5 was struck and killed by a car. She said she was with him and his family at the hospital just before they took him off life support and used the word "crash", but felt the word was not strong enough at the time. She said she appreciated Ms. Lamb for coming up and speaking for everyone that unfortunately did not survive a crash or collision.

Commissioner Stefani said as Vice Chair of the Vision Zero Committee, she was moved by the stories heard at the last meeting and thanked Ms. Lamb for sharing her story. She said she was happy to sign the pledge immediately when Ms. Lamb put it in front of the Vision Zero Committee. She stated that words mattered and when situations were preventable, "accident" was not the appropriate word. Commissioner Stefani said there was a similar change in the language around unintentional shootings. Commissioner Stefani thanked Commissioners Fewer and Mandelman for pressing Police Chief Scott to enforce city traffic laws.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (10)

Absent: Commissioner Kim (1)

Other Items

12. Introduction of New Items – INFORMATION

There were no new items introduced.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 11:33 a.m.



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RESOLUTION APPOINTING JERRY LEVINE TO THE CITIZENS ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is currently one open seat on the CAC; and

WHEREAS, At its November 13, 2018 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Jerry Levine to serve on the CAC for a period of two years, with final approval to be considered at the November 27, 2018 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints Jerry Levine to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

Date: November 5, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 11/13/18 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the CAC requiring Board action. The opening is the result of the resignation of Hala Hijazi (District 2 resident), who is not seeking reappointment. There are currently 38 applicants for the one existing open seat.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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DISCUSSION

Background.

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority’s Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

Procedures.

The selection of each member is approved at-large by the Board, however traditionally the Commissioner of the supervisorial district with an open seat has recommended the candidate for appointment. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous

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basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2018/19 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

Attachment 1 – Matrix of CAC Members
Attachment 2 – Matrix of CAC Applicants

Enclosure 1 – CAC Applications

Attachment 1 (Updated 11.5.18)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Hala Hijazi	F	NP	2	Marina	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Sep 17	Sep 19
Chris Waddling	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 19
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 20
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 20

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.² Member was automatically suspended due to excessive absences per CAC by-laws as of October 31, 2018.

Attachment 2 (Updated 11.5.18)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
2 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
3 Natalie Chyba*	F	C	5	Bernal Heights	NP
4 Raynee Chiang*	F	A	4	Central Sunset	Environment, Neighborhood, Public Policy
5 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
6 Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
7 Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
8 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
10 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
11 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
12 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
13 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
14 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
15 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
16 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
18 Stephen Kubick*	M	C	10	Potrero Hill	Business, Neighborhood, Public Policy
19 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
20 Jerry Levine*	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy
21 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
22 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
23 Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
24 Gail Mallinson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
25 Michael McDougall*	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
26 Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
27 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
28 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
29 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
30 Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
31 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
32 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
33 Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
34 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Stephanie Solet*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
36 Bradley Tanzman	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37 Anne Widera*	F	NP	10	Potrero Hill	Business
38 Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

A – Asian AA – African American AI – American Indian or Alaska Native C – Caucasian H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander NP – Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.



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RESOLUTION ALLOCATING \$8,731,019 IN PROP K SALES TAX FUNDS FOR ELEVEN REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$200,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received twelve requests totaling \$8,931,019 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Vehicles - Caltrain, Facilities - Caltrain, Guideways - Caltrain, Vehicles - Muni, New Signals & Signs and Transportation Demand Management (TDM)/ Parking Management; and

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

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for New Traffic Signals Contract 65 requires amendment of the 2014 5YPP and adoption of the 2019 Strategic Plan to advance funds to support the design phase, which are the subject of separate agenda items scheduled to be considered at the November 2018 Transportation Authority Board meetings;; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$8,713,019 in Prop K sales tax funds for eleven requests, with conditions, and



appropriating \$200,000 in Prop K Funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation 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 2018/19 budget to cover the proposed actions; and

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$8,713,019 in Prop K sales tax funds for eleven requests, with conditions, and appropriates \$200,000 in Prop K funds for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

be it further

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

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

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

Attachments:

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19

Enclosure:

Prop K/Prop AA Allocation Request Forms

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$ 1,300,000		\$ 17,100,000	78%	92%	Construction	10
Prop K	17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 3,807,115		\$ 9,554,723	84%	60%	Construction	6, 10
Prop K	20P	PCJPB	Ticket Vending Machine Rehab Program	\$ 218,485		\$ 2,000,000	90%	89%	Construction	6, 10
Prop K	20P	PCJPB	SF Station Enhancements and Renovations	\$ 200,000		\$ 350,000	90%	43%	Construction	6
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,100,000		\$ 5,500,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Railroad Communications State of Good Repair	\$ 106,400		\$ 532,000	78%	80%	Design, Construction	6, 10
Prop K	22P	PCJPB	Signal System State of Good Repair	\$ 60,000		\$ 300,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 600,000		\$ 3,000,000	78%	80%	Design	N/A
Prop K	22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 108,000		\$ 4,000,000	78%	97%	Construction	10
Prop K	17M	SFMTA	Replace 35 Paratransit Vans	\$ 931,019		\$ 3,532,165	84%	74%	Design, Construction	Citywide
Prop K	31	SFMTA	New Traffic Signals Contract 65	\$ 300,000		\$ 625,000	26%	52%	Design	5, 8, 10, 11
Prop K	43	SECTA	TSP Evaluation Tool	\$ 200,000		\$ 240,000	54%	17%	Planning	Citywide
			TOTAL	\$ 8,931,019	\$ -	\$ 46,733,888	66%	81%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 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: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$1,300,000	This project will rehabilitate the track structure and drainage system in Tunnels 1 and 4 in Brisbane and San Francisco, mitigating the need for a potential speed restriction through this area. Caltrain has suspended weekend service between the Bayshore and 4th and King Stations. Caltrain is providing bus bridge service during this time to mitigate the impacts to service. The tunnel rehabilitation work will be open for use by Fall 2019.
17P	PCJPB	Revenue Vehicle Rehabilitation	\$3,807,115	Requested funds will be used to maintain Caltrain's fleet of passenger cars (Bombardiers and Gallery Cars) and Caltrain's fleet of F-40 locomotives. The current fleets need to be maintained and operated until all electrical service is available.
20P	PCJPB	Ticket Vending Machine Rehab Program	\$218,485	Requested funds will be used to upgrade up to 46 existing ticket vending machines (TVMs) at stations along the Caltrain corridor, which may include the 4th and King Street Station in San Francisco. TVMs will be upgraded to include Clipper functionality and replace obsolete componentets to maintain machines in a state of good repair.
20P	PCJPB	SF Station Enhancements and Renovations	\$200,000	The funds requested will be used to rehabilitate and reconfigure the restroom and waiting area in the San Francisco 4th and King Caltrain Station, including installing vandal resistant bathroom features and repurposing the waiting room area as an office and meeting space for Caltrain staff. Project will be open for use by Spring 2020.
22P	PCJPB	Systemwide Track Rehabilitation	\$1,100,000	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components.
22P	PCJPB	Railroad Communications State of Good Repair	\$106,400	Funds will be used for Caltrain's annual program to keep its communication systems in a state of good repair. Scope includes testing, inspection, and necessary upgrade/repair of various elements to ensure the communication system is performing optimally.
22P	PCJPB	Signal System State of Good Repair	\$60,000	Funds will be used to keep Caltrain's signal system in a state of good repair. Scope includes a survey to collect age and condition ratings of Siemens solid state signal controller units in service on the railroad. Based on the age and importance of the unit to Caltrain operations, up to 15 units will be replaced.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$600,000	Funds will be used for the design phase of project to replace the Guadalupe River Bridge, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits for Caltrain and freight operations.
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$108,000	This project will retrofit or replace bridge structural elements to extend the useful life of the Marin Street and Napoleon Avenue bridges. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs. Construction is expected to start in Spring 2019 and be completed by Spring 2020 for both bridge rehabilitations.
17M	SFMTA	Replace 35 Paratransit Vans	\$931,019	Replace thirty-five 22-foot paratransit vans that have reached the end of their useful lives. Each replacement van will provide seating for up to 14 passengers and 4 wheelchair positions. This project will improve service reliability and reduce maintenance costs. The new vehicles will all be in service by Spring 2020.
31	SFMTA	New Traffic Signals Contract 65	\$300,000	Design of new traffic signals at nine intersections and a rectangular rapid flashing beacon at one intersection to improve traffic, pedestrian and bicycle safety and traffic operations. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring and poles), pedestrian countdown signals, accessible (audible) pedestrian signals and curb ramps. Prop K funds are requested for the design of new signals at the following locations: Oakdale/Loomis, Lincoln/Kezar, Alemany/Rousseau, Alemany/Lawrence, and Market/Hattie. Five other locations will be included in the scope if non-Prop K funding is secured.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	TSP Evaluation Tool	\$200,000	The City's Transportation Sustainability Program (TSP) requires new developments to employ Transportation Demand Management (TDM) strategies such as providing on-site amenities like bike parking and subsidizing transit passes, to reduce vehicle miles traveled generated by new development. The TSP Evaluation Tool will quantify the effectiveness of TDM strategies to inform future refinements of the TSP. Prop K funds will be used identify how the tool should be designed, to demonstrate the viability of on-going data collection methods and to analyze data to evaluate the effectiveness of an initial set of key TSP / TDM strategies. This work will be completed by late 2019. Anticipated future phases of work will create a public, web-based version of the tool and incorporate new data as it becomes available.
TOTAL			\$8,931,019	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$ 1,300,000	
17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 3,807,115	
20P	PCJPB	Ticket Vending Machine Rehab Program	\$ 218,485	
20P	PCJPB	SF Station Enhancements and Renovations	\$ 200,000	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,100,000	
22P	PCJPB	Railroad Communications State of Good Repair	\$ 106,400	Multi-phase Allocation is recommended given that the project will have concurrent design and construction phases (i.e. the study and design of voice radio communications improvements will identify “quick fixes” that can be installed immediately).
22P	PCJPB	Signal System State of Good Repair	\$ 60,000	
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 600,000	
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 108,000	
17M	SFMTA	Replace 35 Paratransit Vans	\$ 931,019	Multi-phase Allocation is recommended given the straightforward nature and brief duration (i.e. up to three months) of the design phase to develop specifications for the new vehicles.
31	SFMTA	New Traffic Signals Contract 65	\$ 300,000	Special Condition: The recommended allocation is contingent upon Board approval of a comprehensive 2014 5YPP amendment to the New Signals and Signs category concurrent with 2019 5YPP adoption (anticipated October 23, 2018) and approval of the 2019 Strategic Plan (anticipated November 27, 2018). Requested funds advanced to FY 2018/19 to support the design phase and prepare the project for construction in FY 2019/20, as proposed in the 2019 5YPP update.
43	SFCTA	TSP Evaluation Tool	\$ 200,000	
TOTAL			\$8,931,019	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
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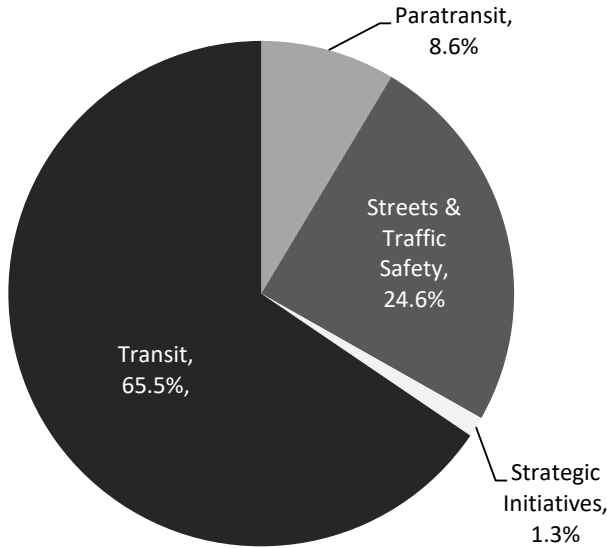
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

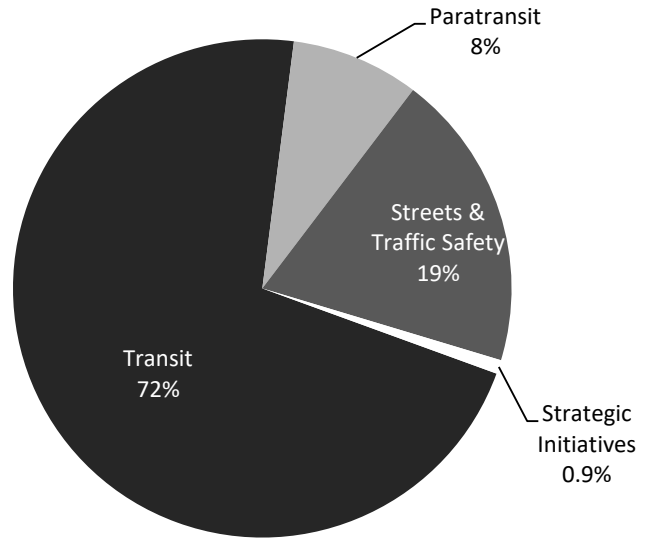
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 43,619,692	\$ 35,662,589	\$ 6,709,344	\$ 1,072,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 8,931,019	\$ 3,953,382	\$ 4,868,395	\$ 109,243	\$ -	\$ -	\$ -
New Total Allocations	\$ 52,550,711	\$ 39,615,971	\$ 11,577,739	\$ 1,181,268	\$ 175,734	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 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





Memorandum

Date: October 24, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/2018 Board Meeting: Allocation of \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Appropriation of \$200,000 in Prop K Sales Tax Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$7,500,000 in Prop K funds to the Peninsula Corridor Joint Powers Board (PCJPB) for nine requests: <ol style="list-style-type: none"> 1. Tunnels 1 & 4 Track and Drainage Rehabilitation (\$1,300,000) 2. Revenue Vehicle Rehabilitation (\$3,807,115) 3. Ticket Vending Machine Rehab Program (\$218,485) 4. SF Station Enhancements and Renovations (\$200,000) 5. Systemwide Track Rehabilitation (\$1,100,000) 6. Railroad Communications State of Good Repair (\$106,400) 7. Signal System State of Good Repair (\$60,000) 8. Guadalupe River Bridge Replacement and Extension (\$600,000) 9. Marin Street and Napoleon Avenue Bridges Rehabilitation (\$108,000) ● Allocate \$1,231,019 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests: <ol style="list-style-type: none"> 10. Replace 35 Paratransit Vans (\$931,019) 11. New Traffic Signals Contract 65 (\$300,000) ● Appropriate \$200,000 in Prop K funds for one request: <ol style="list-style-type: none"> 12. TSP Evaluation Tool (\$200,000) <p>SUMMARY</p> <p>We are presenting twelve requests totaling \$8,931,019 in Prop K 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.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
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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

Agenda Item 6

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 and funding.

FINANCIAL IMPACT

The recommended action would allocate \$8,731,019 and appropriate \$200,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2018/19 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 adopted a motion of support for this item, with one CAC member abstaining to avoid a conflict of interest, at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

Enclosure – Prop K/AA Allocation Request Forms (12)

RESOLUTION ADOPTING 18 2019 PROP K 5-YEAR PRIORITIZATION PROGRAMS (5YPPS), AMENDING 16 2014 PROP K 5YPPS, APPROVING A FUND EXCHANGE AND AMENDING THE 2017 PROP AA STRATEGIC PLAN TO PROVIDE \$2,064,919 TO THE BUS STOP ENHANCEMENT PROJECT, AND APPROVING TWO PROP K FUND EXCHANGES TO HELP BACKFILL THE REGIONAL IMPROVEMENT PROGRAM SHORTFALL FOR THE CENTRAL SUBWAY

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

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial planning tool for the 30-year Expenditure Plan, and for each of the Prop K programmatic categories it requires Transportation Authority Board approval of a 5-Year Prioritization Program or 5YPP as a prerequisite for allocation of funds; and

WHEREAS, The purpose of the 5YPPs is to establish a clear set of criteria for prioritizing projects within each Prop K category, improve inter-agency coordination at the earlier stages of the planning process, and allow public input early and throughout the project development process; and

WHEREAS, Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list with information on scope, schedule, cost and funding (including leveraging of non-Prop K funds); a project delivery snapshot showing completed and underway projects from the prior 5YPP periods; and performance measures; and

WHEREAS, 5YPPs are updated every five years in coordination with Strategic Plan updates;



and

WHEREAS, The 2019 5YPPs, covering Fiscal Years 2019/20 through 2023/24 will be the third update of the 5YPPs since they were first adopted in 2005; and

WHEREAS, Through approval of Resolution 18-52, the Transportation Authority identified a lead agency to guide the development of each 5YPP in coordination with Transportation Authority staff and all other eligible Prop K sponsors; and

WHEREAS, The 5YPPs were developed through an iterative process working with all the eligible Prop K project sponsors and drawing upon planning efforts such as the San Francisco Transportation Plan and the San Francisco Municipal Transportation Agency's Capital Improvement Program, city and regional initiatives (e.g. Vision Zero) and input from the Transportation Authority Board and Citizens Advisory Committee, and public outreach; and

WHEREAS, The Transportation Authority adopted ten 2019 Prop K 5YPPs on October 23, 2018 by Resolution 19-15; and

WHEREAS, With the support of eligible project sponsors, Transportation Authority staff is recommending approval of the remaining 2019 Prop K 5YPPs listed in Attachment 1 and provided as enclosures to this resolution; and

WHEREAS, As part of the 2019 5YPP development process, Transportation Authority staff worked closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period, which has resulted in the need for amendments to many of the 2014 5YPPs to push out funding for projects that have been delayed, advance funds for projects that plan to proceed sooner than anticipated, and/or to reprogram unallocated funds to new projects in Fiscal Year 2018/19; and

WHEREAS, Staff is recommending amendment of 16 2014 5YPPs concurrent with the

approval of the corresponding 2019 5YPP as shown in Attachment 1 and detailed in the enclosed 2019 5YPPs; and

WHEREAS, The SFMTA proposed \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category funds in the 2019 5YPP Update for the Bus Stop Enhancement Project, however, the project is not eligible for that category; and

WHEREAS, To enable the project to advance, staff is recommending amendment of the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project and keeping Geary BRT whole by providing it with an equivalent amount of additional Prop K funds as shown in Enclosure 1; and

WHEREAS, SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 replacement light rail vehicles, as well as filling a funding gap that exists whether the procurement is accelerated or not; and

WHEREAS, To support the potential accelerated procurement of the light rail vehicles, staff is recommending programming an additional \$34.9 million in Prop K funds from the Vehicles-Muni category and advancing cash flow in the Vehicles-Muni and Vehicles-Discretionary categories as part of approval of the corresponding 5YPPs, subject to the conditions shown in Attachment 2; and

WHEREAS, The Transportation Authority has a long-standing commitment of Regional Improvement Program (RIP) funds to the Central Subway project, however, sufficient RIP funds are not anticipated to be available in time to meet the project's cash flow needs; and

WHEREAS, Staff from the Transportation Authority, MTC and SFMTA have developed a funding plan to backfill \$61.75 million in remaining RIP funds, including a \$21 million contribution from the Transportation Authority, as shown in Attachment 3; and



WHEREAS, Staff is recommending two Prop K fund exchanges to cover the Transportation Authority's contribution toward the RIP shortfall, as shown in Attachment 4; and

WHEREAS, At its October 24, 2018, meeting, the Citizens Advisory Committee reviewed and adopted a motion of support for the staff recommendation to adopt the 18 2019 Prop K 5YPPs and amend 16 2014 5YPPs as shown in Attachment 1, to approve a fund exchange and amend the 2017 Prop AA Strategic Plan to provide \$2,064,919 to the Bus Stop Enhancement Project, as shown in Enclosure 1, and approve two Prop K fund exchanges to help backfill the RIP shortfall for the Central Subway as shown in Attachments 3 and 4; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2019 Prop K 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the six 2014 Prop K 5YPPs listed in Attachment 1 as detailed in the relevant 2019 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project, as shown in Enclosure 1; and be it further

RESOLVED, That the Transportation Authority hereby approves the two Prop K fund exchanges to help backfill the RIP shortfall for the Central Subway as shown in Attachments 3 and 4, reducing the Transportation Authority's remaining RIP commitment to the Central Subway from \$61.75 million to \$40.75 million.

Attachments:

1. List of 2019 5YPPs Recommended for Adoption and 2014 5YPPs Recommended for Amendment
2. SFMTA LRV Procurement
3. Central Subway RTIP Backfill Funding Plan
4. Remaining Regional Improvement Program (RIP) Commitments

Enclosures:

1. Draft 2019 Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP
2. Draft 2019 Prop K Caltrain Capital Improvement Program 5YPP
3. Draft 2019 Prop K Transit Enhancements 5YPP
4. Draft 2019 Prop K New and Renovated Vehicles - Muni & Vehicles – Discretionary 5YPP
5. Draft 2019 Prop K New and Renovated Vehicles - PCJPB 5YPP
6. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Muni 5YPP
7. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - PCJPB 5YPP
8. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Discretionary 5YPP
9. Draft 2019 Prop K Guideways - Muni 5YPP
10. Draft 2019 Prop K Guideways - PCJPB 5YPP
11. Draft 2019 Prop K Guideways - Discretionary 5YPP
12. Draft 2019 Prop K New and Upgraded Streets 5YPP
13. Draft 2019 Prop K Traffic Calming 5YPP
14. Draft 2019 Prop K Bicycle Circulation/Safety 5YPP
15. Draft 2019 Prop K Pedestrian Circulation/Safety 5YPP
16. Draft 2019 Prop K Curb Ramps 5YPP
17. Draft 2019 Prop K Transportation Demand Management/Parking Management 5YPP
18. Draft 2019 Prop K Transportation/Land Use Coordination 5YPP

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 2019 5YPPs Recommended for Adoption and
2014 5YPPs Recommended for Amendment



Group 1 - Approved on first read at the October 16, 2018 Board meeting

EP No.¹	Category	5YPP Lead Agency²
8	BART Station Access, Safety and Capacity	BART
9*	Ferry	PORT
20B*	Rehabilitate/Upgrade Existing Facilities - BART	BART
22B	Guideways - BART	BART
31*	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33*	Signals and Signs	SFMTA
34* - 35	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37*	Pedestrian and Bicycle Facility Maintenance	SFPW
42	Tree Planting and Maintenance	SFPW

Group 2 - To Be Considered at the November 2018 Board meetings

EP No.¹	Category	5YPP Lead Agency²
1*	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA
7*	Caltrain Capital Improvement Program	PCJPB
10-16*	Transit Enhancements	SFMTA
17M*/17U	New and Renovated Vehicles - Muni and Discretionary	SFMTA
17P*	New and Renovated Vehicles - PCJPB	PCJPB
20M*	Rehabilitate/Upgrade Existing Facilities - Muni	SFMTA
20P*	Rehabilitate/Upgrade Existing Facilities - PCJPB	PCJPB
20U	Rehabilitate/Upgrade Existing Facilities - Discretionary	SFCTA
22M*	Guideways - Muni	SFMTA
22P*	Guideways - PCJPB	PCJPB
22U	Guideways - Discretionary	SFCTA
26-30*	New and Upgraded Streets	SFCTA
38*	Traffic Calming	SFMTA
39*	Bicycle Circulation/Safety	SFMTA
40*	Pedestrian Circulation/Safety	SFMTA
41*	Curb Ramps	SFPW
43*	Transportation Demand Management/Parking Management	SFCTA
44*	Transportation/Land Use Coordination	SFCTA

*Categories marked with an asterisk require a concurrent amendment to the 2014 5YPP with the adoption of the 2019 5YPP.

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 2019 5YPPs Recommended for Adoption and
2014 5YPPs Recommended for Amendment



¹ EP No. stands for Expenditure Plan category number.

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholders. It does not confer veto power. Agency acronyms include: BART (Bay Area Rapid Transit District), SFPW (Department of Public Works), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), SFCTA (San Francisco County Transportation Authority), and SFMTA (San Francisco Municipal Transportation Agency).

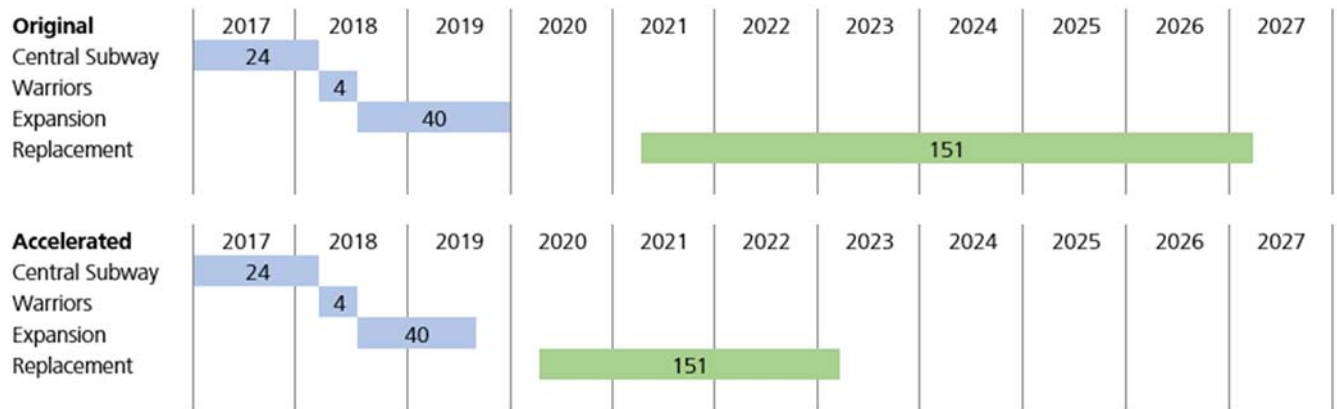
Attachment 2. SFMTA LRV Procurement

Siemens Mobility (contracted awarded July 2014)

	Replacement LRVs	Expansion LRVs	Notes
Base Contract	151	24	Expansion vehicles for Central Subway
Option 40		40	Option exercised
Option 45		45	Option not exercised, funding not identified
Warriors		4	Funded by the Warriors to serve Mission Bay
Totals:	151	213	168 total expansion LRVs planned to date

*Bold indicates exercised options or purchased.

Figure 1: Original vs. Accelerated Replacement Schedule



Proposed Conditions for Allocation of Prop K Funds for the 151 Replacement LRVs

- (1) SFMTA may not give notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to \$62.7 million);
- (2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs;
- (3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

Attachment 3. Central Subway RTIP Backfill Funding Plan

Central Subway Regional Transportation Improvement Program (RTIP) Shortfall Proposed Funding Plan¹

RTIP Shortfall ²	Rounded (\$ Millions)	SFCTA Share Not Rounded
	\$62	\$ 61,750,000
MTC		
Anticipated FY19 Bonus FTA Transit Formula Funds (fixed guideway) ³	3-8	
FY 19 FTA Transit Formula Funds (5337) (debt service surplus funds)(fixed guideway) ³	13	
Bridge Tolls AB664/BATA Project Savings	0-5	
MTC Total	21	
SFMTA		
PTMISEA interest (previously committed to Central Subway)	1	
Revenue Based/Developer Fees	11	
Senate Bill 1 - State of Good Repair Funds, Low Carbon Transit Operations Program, and/or State infrastructure bond interest.	8	
SFMTA Total	20	
SFCTA		
Prop K/OBAG2 Fund Exchange (Better Market Street) - PROPOSED ⁴	16	\$ 15,980,000
Prop K/Prop B General Fund (L Taraval Transit Enhancements) Fund Exchange - PROPOSED ⁴	4	\$ 4,055,032
Prop K Central Subway Category (programmed)	1	\$ 964,968
SFCTA Total	21	\$ 21,000,000
Revised SFCTA Remaining RTIP Commitment to Central Subway:		\$ 40,750,000

¹Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA) staff worked collaboratively to develop this proposed funding plan. Several of the proposed sources will require Board/Commission approval or other actions before funds would be committed to the project.

²Following adoption of the 2018 STIP, the SFCTA's remaining RIP commitment to Central Subway was \$61,750,000. With the passage of Senate Bill 1, we are receiving about \$13 million in RIP funds every two years.

³The proposed federal transit funds can be made available to the Central Subway via a fund exchange with an eligible SFMTA fixed guideway project or project(s) to be identified, subject to MTC Commission approval. Ranges account for uncertainty in fund availability by source.

⁴The two proposed Prop K fund exchanges to help backfill the Central Subway RIP commitment are part of the recommended actions at the November 2018 SFCTA Board meetings.

Attachment 4. Remaining Regional Improvement Program (RIP) Commitments

San Francisco County Transportation Authority
 Draft Remaining Regional Improvement Program (RIP) Commitments¹
 Updated October 10, 2018

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New RIP or Other Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$61,750,000	\$21,000,000	\$40,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$113,597,000	\$21,000,000	\$92,597,000

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway. Staff is proposing two fund exchanges, that along with \$964,968 in de-obligations from prior fund exchanges in the Prop K Central Subway category, will direct a total of \$21,000,000 toward the remaining Central Subway RTTP Commitment.

• The first exchange is a dollar-for-dollar exchange of \$15.98 million in federal One Bay Area Grant 2 (STP/CMAQ) funds from the Better Market Street project with Prop K funds from the Guideways-discretionary category. This fund exchange requires concurrence by the MTC.

• The second fund exchange is a dollar-for-dollar exchange of \$4,055,032 in FY 2019/20 SFMTA Prop B Population Set Aside funds programmed to the L Taraval Transit Improvements project with an equivalent amount of funds from the Prop K Guideways-discretionary category.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

Memorandum

Date: October 19, 2018
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/2018 Board Meeting: Adopt 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway

RECOMMENDATION Information Action

- Adopt 18 2019 Prop K 5YPPs (See Attachment 1)
- Amend 16 2014 5YPPs (See Attachment 1)
- Amend the 2017 Prop AA Strategic Plan to provide \$2,064,919 to the Bus Stop Enhancement Project through a cost neutral fund exchange with Geary Bus Rapid Transit Prop K funds
- Approve two Prop K fund exchanges to help backfill the Regional Improvement Program (RIP) shortfall for the Central Subway **SUMMARY**

We have worked with project sponsors to refine project proposals and programming recommendations for the 2019 5YPP Update. On October 16, the Board approved the first ten 5YPPs on their first read. This month, we are presenting the remaining 5YPPs for adoption. Sixteen require concurrent 2014 5YPP amendments to better reflect the planned allocations for the remainder of this fiscal year. This group of 5YPPs includes three fund exchanges to address eligibility issues so we can support the subject projects. Two of the fund exchanges use Prop K to reduce our long standing RIP commitment to the Central Subway project and meet the project's cash flow needs. We are also recommending, with conditions, an increase of \$34 million in Prop K programming as well as significant advancement of funds to help fill a funding gap and support potential acceleration of the replacement of 151 light rail vehicles (LRVs) for the San Francisco Municipal Transportation Agency (SFMTA). Additional details are provided below in this memo and Attachment 4 lists the conditions. Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the Prop K programmatic categories. Attachment 2 provides a summary list of all the projects included in the 5YPPs in Group 2. At the meeting we will present highlights of each 5YPP and sponsors will be available to answer questions.

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

DISCUSSION**Background.**

The voter approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability. The Board approved the overall approach for updating the Strategic Plan and 5YPPs in April 2018, including the proposed schedule and outreach approach.

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

The Board adopted the 2019 Strategic Plan Baseline in May 2018, which established how much unallocated Prop K funds are available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034. Adoption of the Strategic Plan Baseline allowed us to initiate the 5YPP updates. The 5YPPs identify the specific projects that will be funded with Prop K over the next five-year period starting July 1, 2019 through June 30, 2024.

The 5YPPs are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. As established in the Expenditure Plan, each 5YPP is developed by the lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in that category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories.

Adoption of the 2019 5YPPs – Group 2.

We are recommending approval of 18 5YPPs listed in Attachment 1 and included in the enclosure. We consider several factors as we evaluate the proposed programming and prepare draft recommendations. For example, we consider the past delivery track record for the category by reviewing the percent of funds allocated versus programmed in past 5YPPs, and the percent complete of previously funded projects. We consider project readiness (e.g. is the prior phase complete, are matching funds likely to be available), leveraging of non-Prop K funds, and whether the requested expenditure rates seem reasonable. In addition, we look at the percent of funds that would be spent on financing for the category and whether the category will run out of Prop K funds. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity and ensuring consistency with Strategic Plan policies.

What's in Each 5YPP.

In compliance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects within a category, a 5-year program or list of projects, Project Information Forms, and performance measures. The 5YPPs also include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds.

The sections that we anticipate being of most interest to the CAC include:

- **Table 2 - Project Delivery Snapshot.** This table shows completed projects and the percent complete for active projects.
- **Table 3 - Prioritization Criteria and Scoring Table.** This table includes scores for proposed projects using both program-wide and category specific criteria. These are largely the same as the criteria used in the 2014 5YPPs.
- **Table 4 - 5-Year Project List.** This table shows the amount of Prop K funds requested for each project by fiscal year. It also shows the amount of funds available by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from future years.
- **Project Information Forms.** These documents contain scope, schedule, budget and funding plan information to help justify programming of Prop K funds to the projects.

Amendments to 2014 5YPPs.

As part of the 2019 5YPP update process, we have been working with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period. This effort has resulted in the need for comprehensive amendments to 2014 5YPPs for several categories. We have identified any programmed, but unallocated funds and worked with sponsors to confirm which projects should remain programmed in Fiscal Year 2018/19 and what funds should be reprogrammed in the 2019 5YPP period. Through this process, we identified four potential scenarios requiring an amendment to the 2014 5YPP for a given category:

1. Projects are not advancing and the sponsor is requesting to reprogram funds to new projects in the 2019 5YPP period.
2. Projects are delayed and the sponsor is requesting to delay programming for the same projects into the 2019 5YPP period.
3. Projects are not advancing and sponsor is requesting to reprogram funds to new projects for allocation during Fiscal Year 2018/19.
4. Sponsor is requesting to advance funds into Fiscal Year 2018/19.

Each 2019 5YPP document contains the proposed 2014 5YPP amendment, if needed.

Neighborhood Transportation Improvement Program (NTIP) Cycle 2.

We are recommending \$7.7 million in Prop K funds for NTIP Cycle 2 grants. This provides the same level of funding as in the 2014 5YPP period: \$100,000 for planning projects and \$600,000 as local match for capital projects in each district, for a total of \$700,000 per district. Given that some districts have not used the full amount of funds available in the 2014 5YPP period, we are recommending that each district be allowed to carry forward a maximum of \$300,000 in unallocated NTIP funds into the 2019 5YPP period. This would allow a district to have a maximum NTIP amount of \$1,000,000. Our recommendation also includes \$650,000 over the next five years to enable SFMTA and SFCTA staff to continue working with the Board to support the NTIP. Please

see Attachment 3 for details on our NTIP Cycle 2 recommendations, as well as a summary of NTIP allocations to date and remaining NTIP amounts for each district.

SFMTA Light Rail Vehicle (LRV) Procurement.

SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 replacement light rail vehicles, as well as filling a funding gap that exists whether the procurement is accelerated or not. The three agencies have developed a preliminary funding plan but are still evaluating various aspects including the overall cost-benefit analysis. The revised timeline could accelerate delivery of the first vehicles by as many as 18 months and shorten the overall delivery window from six and a half years to only three. The chief advantages are providing more reliable and comfortable service sooner to the public and reducing operations and maintenance costs by retiring older vehicles that cost more to maintain in a good condition. Tradeoffs include financing costs needed to ensure cash is on hand to meet the proposed accelerated schedule and incurring costs due to replacing LRVs prior to the end of the Federal Transit Administration (FTA)-established useful life. These costs reduce funds that would be available for other projects, including future vehicle procurements.

The recommended action before the Transportation Authority Board is to approve, with conditions, the proposed programming of an additional \$34.9 million in Prop K funds from the Vehicles-Muni category and to advance cash flow in the Vehicles-Muni and Vehicles-Discretionary category to support the potential accelerated procurement as part of approval of the corresponding 5YPPs. The Vehicles-Muni category is the single largest programmatic category and is one of the main drivers of our need to issue debt. Adopting the Strategic Plan with the most aggressive advancement of funds to support the replacement of the 151 LRVs now, means that the funds are in place if the SFMTA and the Board choose to support the accelerated option. If a less aggressive or non-accelerated procurement schedule is chosen, the vehicles categories and the rest of the Prop K program will see lower financing costs and more funds available for projects.

If the proposed programming is approved, there will be \$189.2 million in Prop K funds for replacement of the LRVs. There would be no funds remaining for other projects in the Vehicles-Muni or Vehicles-Discretionary category after this 5-year period and financing costs for these two vehicles categories go up by about \$24 million.

The proposed Prop K programming for the accelerated delivery schedule is subject to the conditions shown in Attachment 4. This attachment also shows a comparison of the original and potential accelerated schedule for replacement of the 151 LRVs, which are part of a contract with Siemens Mobility that also includes purchase of LRVs to expand the SFMTA's fleet:

The SFMTA Board will be briefed on the LRV procurement and Central Subway projects (see below) at its November 6 meeting.

Amendment of the 2017 Prop AA Vehicle Registration Fee Strategic Plan.

The SFMTA proposed \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category funds in the 2019 5YPP Update for the Bus Stop Enhancement Project. However, the project is not eligible for that category because most of the bus stops to be enhanced are not located on streets designated as Transit Preferential Streets (e.g. Folsom, Mission, 19th Avenue). To enable the project to advance, we are recommending an amendment to the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project. To keep Geary BRT whole, we have

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increased the amount for Geary BRT by an equal amount of Prop K funds in the 2019 5YPP for the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category. The proposed Prop AA Strategic Plan amendment is attached to the relevant 5YPP.

Approval of Central Subway Fund Exchanges to Help Backfill RIP Shortfall.

The Transportation Authority has a long-standing commitment of RIP funds to the Central Subway project. We have always known that the RIP funds would not all be available in time to meet the project's cash flow needs given the unreliability of the fund source. Senate Bill 1 helped to stabilize RIP funds, albeit at a relatively low level of about \$13 million every two years compared to historic funding levels. Recognizing this, the SFMTA budgeted the remaining RIP funds as part of the project contingency. Now that the project is nearing completion and SFMTA anticipates that it will use up all of the budgeted contingency, SFMTA staff has been working with staff from the MTC and the Transportation Authority to develop a funding plan to backfill \$61.75 million in remaining RIP funds.

The proposed funding plan, summarized in Attachment 5, is roughly a three way split between the agencies with MTC and the Transportation Authority providing \$21 million each and the SFMTA \$20 million. Many of the identified sources will require additional action, including board/commission action in order to commit the funds to the Central Subway.

Through adoption of the 2019 Prop K Strategic Plan Baseline, we identified \$964,968 in de-obligated Prop K funds from prior fund exchanges in the Central Subway category. The SFMTA plans to seek allocation of these funds before the end of the calendar year, which will count toward our RIP commitment to the project. As part of the subject agenda item, we are seeking approval of the following two Prop K fund exchanges to cover the remainder of our proposed \$21 million contribution toward the RIP shortfall:

- **Prop K/OBAG 2 Better Market Street Fund Exchange** – \$15.98 million in One Bay Area Grant Cycle 2 funds programmed to Better Market Street would be exchanged with an equivalent amount of Prop K funds from the Guideways-Discretionary category. San Francisco Public Works is agreeable to this fund exchange, which will require MTC approval.
- **Prop K/Prop B General Fund L Taraval Transit Enhancements** – We are recommending programming an extra \$4,055,032 in Prop K funds from the Guideways-Discretionary category to the L Taraval project in the 2019 5YPP, enabling SFMTA to redirect an equivalent amount of Prop B General Fund or other SFMTA funds from L Taraval to Central Subway.

The fund exchanges are required because the guideways category is for state of good repair work and not for transit expansion projects. Similarly, the MTC will need to approve some fund exchanges to address eligibility issues and make funds available for the Central Subway project. MTC staff anticipate bringing related actions to its commission in November/December 2018. If the Board approves the above fund exchanges, our remaining RIP commitment will be reduced from \$61.75 million to \$40.75 million for the Central Subway project as shown in Attachment 6.

Adoption of the 2019 Prop K Strategic Plan.

Development of the Strategic Plan and 5YPPs is an iterative process. As we developed recommendations for Prop K programming for each category, we have made corresponding

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changes to the Strategic Plan Baseline expenditures and rerun the model to determine projected financing costs. This enabled us to confirm that the Expenditure Plan categories and the Prop K program as a whole can accommodate the proposed expenditures within the funds available.

At the November 6 Board meeting we will also present the Draft 2019 Strategic Plan for approval as a separate item. We are targeting completion of the update process by the end of calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

FINANCIAL IMPACT

There is no impact on the Transportation Authority's annual budget associated with the recommendation actions. However, the 5YPPs are an important financial planning document for the Transportation Authority as the 5YPPs, along with the 2019 Strategic Plan (subject of a separate agenda item) establish the expected annual sales tax allocations and set maximum annual reimbursements. The 2019 Strategic Plan and 5YPPs will provide an updated baseline for forecasting when and how much debt the Transportation Authority may need to issue to support delivery of the projects. Actual allocation of funds is subject to separate approval action by the Transportation Authority.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – List of 5YPPs Recommended for Adoption and Lead Agencies for Each 5YPP

Attachment 2 – Master List of Projects Included in Group 2 5YPPs

Attachment 3 – Summary of recommended NTIP Programming and NTIP allocations to date

Attachment 4 – SFMTA LRV Procurement (including recommended conditions)

Attachment 5 – Central Subway RTIP Backfill Funding Plan

Attachment 6 - Remaining Regional Improvement Program (RIP) Commitments

Enclosures (19):

- A. Draft 2019 Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP
- B. Draft 2019 Prop K Caltrain Capital Improvement Program 5YPP
- C. Draft 2019 Prop K Transit Enhancements 5YPP
- D. Draft 2019 Prop K New and Renovated Vehicles - Muni & Vehicles – Discretionary 5YPP
- E. Draft 2019 Prop K New and Renovated Vehicles - PCJPB 5YPP
- F. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Muni 5YPP
- G. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - PCJPB 5YPP
- H. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Discretionary 5YPP
- I. Draft 2019 Prop K Guideways - Muni 5YPP
- J. Draft 2019 Prop K Guideways - PCJPB 5YPP
- K. Draft 2019 Prop K Guideways - Discretionary 5YPP
- L. Draft 2019 Prop K New and Upgraded Streets 5YPP

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- M. Draft 2019 Prop K Traffic Calming 5YPP
- N. Draft 2019 Prop K Bicycle Circulation/Safety 5YPP
- O. Draft 2019 Prop K Pedestrian Circulation/Safety 5YPP
- P. Draft 2019 Prop K Curb Ramps 5YPP
- Q. Draft 2019 Prop K Transportation Demand Management/Parking Management 5YPP
- R. Draft 2019 Prop K Transportation/Land Use Coordination 5YPP

Attachment 2
San Francisco County Transportation Authority
2019 Prop K 5-Year Prioritization Programs Update
Draft Project List for Fiscal Years 2019/20 - 23/24 - Group 2
Sorted by Expenditure Plan #

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
1, 16	SEMTA	Geary Boulevard Improvement (BRT Phase 2)	Geary Boulevard Improvement Project (BRT Phase 2) will enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the Geary BRT project between Stanyan Street and 34th Avenue. The project includes transit improvements like bus-only lanes, signal optimization, upgraded stations, and pedestrian improvements like highly visible crosswalks, sidewalk extensions, median refuges, and lighting.	\$5,441,104	District 01, District 02, District 03, District 05, District 06
N/A	SEMTA	Transit Stop Enhancement Program	Program to update and upgrade signage at Muni stops where basic signage and customer information is missing. New signs include information on route, destination, span, and accessibility. Existing poles will be used as much as possible, but program funding will cover new poles where applicable as well as a solar lantern. In order to address Prop K eligibility issues, project is proposed to be funded with Prop AA Vehicle Registration Fees through a fund exchange with Geary BRT.	\$0	Citywide
7	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing siding, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Projects are designed to improve service levels.	\$4,250,000	District 06, District 10
11	SEMTA	F Market & Wharves: Fort Mason Extension	Identify an initial extension segment for the F Market & Wharves line, from Fisherman's Wharf to Fort Mason. The project will take the existing alignment and work with stakeholders to refine and ultimately develop a plan that can move into the design phase.	\$926,100	District 02, District 03
12, 17M	SEMTA	Rehabilitate Historic & Milan Streetcars	Rehabilitate up to 11 Milan and 7 Vintage Streetcars to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet.	\$4,225,544	District 03, District 05, District 06
13	BART	Balboa Park Station Area Improvements	Construct an open space plaza at the southern end of the Balboa Park Station in the current BART Passenger Drop-Off area. The new plaza area will redesign the vehicular access through San Jose Avenue creating a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. The plaza will function as a flexible public open-space that meets the needs of the community, enhances safety and encourages multi-modal access to the station.	\$250,000	District 11

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
13	SFMTA	Geneva/San Jose M-Line Terminal	Planning and design of accessible boarding facilities and pedestrian safety improvements for the M Ocean View stops adjacent to Balboa Park Station. These improvements will create safer pedestrian connections between the M Ocean View and other transit facilities in and around Balboa Park Station. This project stems from the Balboa Park Station Area Plan adopted in 2009 following substantial community engagement as well as the Geneva-San Jose Intersection Study [NTP Planning].	\$1,706,408	District 11
16	BART	Market St. / Balboa Park New Elevator Master Plan	Develop a new elevator master plan for the Market Street and Balboa Park BART/Muni Stations to determine new elevators' construction feasibility, location, station modifications required, construction phasing, and costs. Each station has one street level elevator each, with any disruption causing extreme delays and inconvenience, particularly for those who depend on the elevators to access the transit system. This master plan study will help BART/Muni plan investments to improve accessibility, safety, security, customer experience, and customer travel time.	\$500,000	District 03, District 06, District 11
16	SFMTA	Muni Subway Expansion Project (19th Ave M-Line)	This planning effort would further advance conceptual engineering and conduct the environmental review phase for the Muni Subway Expansion Project. This phase of work would not commence until after completion of the SF Transit Corridors Study, and would advance if prioritized via that effort. This project would: 1) Construct a new light-rail tunnel between West Portal and Parkmerced to improve the Muni Metro M-line's speed, reliability, and capacity, including tying in to the existing Twin Peaks Tunnel; 2) Re-design 19th Avenue between Eucalyptus and Brotherhood with wider sidewalks, a bike path separated from traffic, and new trees and landscaping. These improvements are anticipated to make Muni Metro a more reliable and attractive option for existing riders and attract new riders. These improvements are also anticipated to make 19th Avenue feel safer and more comfortable for everyone who travels along this street, including people walking, cycling, driving, and riding transit.	\$2,744,300	District 07, District 11
17M, 17U, 15	SFMTA	Light Rail Vehicle Procurement	Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that have reached the end of their useful life and purchase an additional 68 LRVs to expand Muni's light rail fleet, 24 of which will accommodate the needs of the Central Subway.	\$62,767,634	Citywide
17M	SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder	Placeholder for project to replace or rehabilitate Muni transit vehicles.	\$4,491,196	TBD
17P	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles.	\$3,950,000	District 06, District 10
20M	SFMTA	Building Progress FIX - Placeholder	This is a placeholder for funds to help bring SFMTA maintenance and support facilities into a state of good repair.	\$500,000	TBD
20M	SFMTA	Muni Metro East Expansion	This project will expand the capacity of the Muni Metro East light rail storage and maintenance facility to allow for an expanded fleet by developing an empty 4-acre lot adjacent to the existing site. SFMTA also plans to use the additional capacity for temporary storage of light rail vehicles during planned reconstruction of other vehicle maintenance and storage facilities.	\$4,699,677	District 10

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
20M	SFMTA	New Castro Station Elevator	Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station, opening at the top level onto Harvey Milk Plaza on Market Street.	\$1,500,000	District 08
20P	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities.	\$1,150,000	District 06, District 10
20U	BART	Embarcadero Station: New Northside Platform Elevator	Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.	\$1,000,000	District 03, District 06
20U	SFMTA	Potrero Facility Reconstruction	Rebuild the 100 year old, seismically deficient Potrero Maintenance Facility to provide a larger facility that services and stores trolley electric and battery buses.	\$4,848,403	District 10
22M	SFMTA	Cable Car Infrastructure Rehabilitation - Placeholder	This is a Prop K placeholder for ongoing improvements to the guideways system and infrastructure projects throughout the SFMTA's cable car system to improve safety and reliability. Projects include structural, mechanical and other improvements along with replacement/ rehabilitation of fixed guideway infrastructure and components of the cable car system.	\$103,442	TBD
22M	SFMTA	Muni Metro Rail Replacement Program - Placeholder	This is a placeholder for an on-going program of phased replacement of sections of rail in SFMTA's Light Rail and Cable Car systems. Sections of rail to be replaced are prioritized based on their potential for failure and derailments, the amount of noise and vibration experienced at surrounding structures, and to complement related projects by other city departments. These projects improve the safety, comfort and reliability of Muni service.	\$12,004,119	TBD
22M	SFMTA	Overhead Lines Rehabilitation - Placeholder	This is a Prop K placeholder for ongoing phased replacement and upgrade of the traction power system that provides 615 volt D.C. current for the SFMTA's fleet of trolley coaches, light rail vehicles, and historic streetcars. This includes, but is not limited to, overhead contact wire, guy wire, special work (switches/ curves/ crossings), conformer lights, and the support poles for the overhead system, as well as upgrades of feeders and substation equipment/structures required in conjunction with various overhead upgrades. These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.	\$10,250,908	TBD
22M, 14	SFCTA	Quint Street Jerrold Avenue Connector Road	Design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm.	\$2,891,650	District 10
22M	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	This is a placeholder for an on-going program consisting of various projects to ensure that all command and control systems for safe and efficient operation of fixed guideway rail transit lines remain in supported and up-to-date industry configurations, and in a good state of repair.	\$8,899,899	TBD

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
22P	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways.	\$6,150,000	District 06, District 10
22U, 44	SFPW	Better Market Street	The Better Market Street project, extending from The Embarcadero to Octavia Boulevard, will include major transportation streetscape and safety improvements for transit passengers, bicyclists and pedestrians along 2.2 miles of the city's premier boulevard and most important transit corridor. Scope elements include but are not limited to extending Muni only lanes, constructing larger boarding islands, and providing a new continuous protected bikeway. The first phase of the project to be constructed is anticipated to be from 6th to 8th streets. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway, we are proposing to program \$15.98 million in Prop K discretionary guideways funds to Better Market Street and exchange an equivalent amount of OBAG2 funds with Central Subway.	\$17,230,000	District 03, District 05, District 06
22U	SFMTA	L-Taraval Transit Enhancements (Segment B)	Replace light rail track and overhead contact system components along the L-Taraval light rail line from West Portal Station to Sunset Blvd, along Ulloa Street, 15th Avenue and Taraval Street. This is part of a larger set of transit and street improvements including transit stop placement optimization, bus bulbs, pedestrian safety improvements, boarding islands, traffic signals, and traffic and turn lane modification. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway project, we are proposing to program \$4,055,032 in Prop K discretionary guideways funds to the L-Taraval Transit Enhancements project freeing up an equivalent amount of Prop B General Fund that the SFMTA will make available for Central Subway construction.	\$4,055,032	District 04, District 07
22U	PCJPB	Peninsula Corridor Electrification	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Street Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; support Caltrain's long-term financial sustainability; and provide infrastructure for blended Caltrain and high-speed rail systems.	\$4,912,000	District 06, District 10
26	SFPW	South Ocean Beach Multi-Use Trail	Create a multi-use trail along the Great Highway, between Sloat Blvd and Skyline Blvd. The trail will be located on the southbound lanes of the Great Highway, which have been affected by coastal erosion and which is being reconfigured as part of the Great Highway Permanent Restoration project. The project will create a 12 to 18-foot shared-use path, and a 19,500 square feet parking lot to provide access to coastal areas.	\$259,119	District 7

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
27	SFMTA	Bayshore Caltrain Pedestrian Connection	New pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Boulevard through the Schlage Lock site. The project was identified in the 2013 Bi-County Study as an interim solution to support planned growth in the area and as a neighborhood priority. Prop K funds, committed to this project in June 2014 (Resolution 14-85), will be used to reimburse a portion of the Schlage Lock developer expenditures spent on the connection as it will be a part of the development project's internal street network.	\$2,000,000	District 10
27	SFMTA	Bi-County - Project Development Placeholder	This is a placeholder to support project development for priorities identified in the Transportation Authority's Bi-County Transportation Study.	\$2,000,000	District 10
27	SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	Design of dedicated transit lanes and pedestrian/bicycle facilities primarily along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that links Priority Development Areas into the Muni Rapid Network and strengthens transit connections between existing neighborhoods and major employment and activity centers.	\$4,035,272	District 10
30	Any Eligible	NTP Capital Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$250,000	TBD
30, 38	SFMTA	Sloat Skyline Intersection Improvements	Redesign the intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities. Preferred alternative is being identified and may include signalizing the intersection, construction of a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.	\$910,000	District 04, District 07
38	SFMTA	6th Street Safety Improvements	In support of San Francisco's Vision Zero initiative, the 6th Street Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street between Market Street and Harrison Street with wider sidewalks, new traffic signals, and streetscape improvements.	\$9,226,200	District 06
38	SFMTA	Advancing Equity through Safer Streets	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$3,750,000	TBD
38	SFMTA	Application-Based Local Streets Traffic Calming Program	Annual program to evaluate and implement community-driven applications for traffic calming on various residential blocks across San Francisco. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$6,000,000	TBD

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
38	SFMTA	Bayview Community Based Transportation Plan Implementation	This project will implement safety improvements recommended as part of the Bayview Community Based Transportation Plan effort. Potential improvements include: sidewalk or intersection improvements; bike lanes, neighborways, and bike parking; bus shelter and signal improvements; and new street trees, public art, and pedestrian plazas.	\$2,460,000	District 10
38	SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	Implementation of near term safety improvements recommended as part of the Bayview Community Based Transportation Plan effort. Potential near term improvements include: paint- and post-based improvements (e.g., painted safety zones, buffered bikeways) to improve safety and comfort for pedestrians and bicyclists, signal retiming and inclusion of leading pedestrian intervals, improved sidewalks, bike lanes, and increased bike parking.	\$85,000	District 10
38	SFMTA	Excelsior Neighborhood Traffic Calming	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods.	\$2,080,000	District 11
38	Any Eligible	NTPP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTPP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTPP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$2,850,000	TBD
38, 39	SFMTA	Ocean Avenue Safety Improvements	Improve safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. Project will develop and implement near-term, cost-effective measures, and develop an implementation plan for long-term improvements for a redesigned Ocean Avenue.	\$1,800,000	District 07, District 11
38	SFMTA	Schools Engineering Program	Plan, design and implement street safety measures and traffic calming projects within school zones via three related engineering programs, including 1) Traffic Operations Program - new and upgraded signage and pavement markings at school sites citywide; 2) School Loading Zone Traffic Calming Program - traffic calming measures on loading zone streets; 3) School Walk Audit Program - safety improvements identified through a collaborative planning process.	\$5,000,000	TBD
38	SFMTA	Safer Taylor Street	Streetscape improvements as identified through a Caltrans Planning Grant and Prop K funded planning phase to improve safety for all roadway users on Taylor Street between Market Street and Sutter Street. Improvements may include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.	\$3,429,749	District 03, District 06
38	SFMTA	Speed Radar Sign Installation	Annual program to install up to four Speed Radar Signs (i.e., Vehicle Speed Feedback Signs) citywide. Speed radar signs are intended to encourage drivers to reduce speed.	\$900,000	TBD

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
38	SFMTA	Safe Streets Evaluation	Ongoing evaluation of street design and engineering improvements on bicycle and pedestrian safety in support of the Vision Zero Safe Streets initiative. The evaluation program will continue to track trends over time and provide evidence-based recommendations to inform future project design by analyzing how upgraded street designs impact safety and comfort.	\$400,000	TBD
39	SFMTA	Beale Street Bikeway	Design and construct a two-way class IV bike facility between Market and Folsom Streets and Muni-only lane between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.	\$640,000	District 06
39	SFMTA	Bicycle Outreach and Education	Provide encouragement and education in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus	\$380,000	Citywide
39	SFMTA	Bike to Work Day	Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work. Prop K funds will be used for promotion of BTWD, as well as event-day services like energizer stations with educational materials and activities.	\$208,790	Citywide
39	PCJPB	Caltrain Wayside Bike Parking Improvements	This project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations.	\$800,000	District 06, District 10
39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	Improve existing limited circulation network for people walking and biking to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations.	\$480,000	District 09, District 10
39	SFMTA	Citywide Neighborhood Program	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborhoods throughout San Francisco. Neighborhoods are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking.	\$3,750,000	Citywide
39, 40	SFMTA	Grove Street/Civic Center Improvements	Design and construct bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.	\$3,182,000	District 05, District 06
39	Any Eligible	NITP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NITP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NITP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$1,000,000	TBD
39	SFMTA	Page Street Neighborhood	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborhood' project and will use a variety of traffic calming and other measures to lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor.	\$1,570,000	District 05
39	SFMTA	Short-term Bike Parking	Site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations	\$1,990,000	Citywide

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
39	SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.	\$250,000	District 03
39	SFMTA	Valencia Bikeway Improvements	This project will plan, design, and construct protected bikeways on Valencia Street from Market Street to 15th Street. This project will be informed by the District 8 NTIP funded Valencia Bikeway Implementation Plan.	\$1,000,000	District 06, District 08, District 09
40	SFMTA	Folsom-Howard Streetscape	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.	\$900,963	District 06
40	SFMTA	Lake Merced Pedestrian Safety	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations to be identified through a community based transportation planning process could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.	\$480,000	District 07
40	SFMTA	Leavenworth Livable Street	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.	\$750,000	District 03, District 06
40	SFMTA	Mission Street Excelsior Safety Improvements	Improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street. Potential improvements may include signals, corner bulbs, transit bulbs, boarding islands, spot bike improvements, loading zone/parking changes.	\$1,000,000	District 11
40	SFMTA	Monterey Street Safety Improvements	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280. Monterey Boulevard is on the City's High Injury Network and serves as an important bicycle connection. Improvements will respond to specific crash factors on the corridor and may include paint- and post-based improvements to improve safety for pedestrians and bicyclists, as well as curb extensions to reduce crossing distances. Specific improvements will be developed during the planning process.	\$245,000	District 07, District 08
40	SFMTA	Vision Zero Improvements Placeholder	Programmatic funds for future projects that are key in the City's focus on Vision Zero, the City's goal to reduce all traffic deaths to zero by 2024.	\$2,000,000	TBD
40	Any Eligible	NTIP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$1,100,000	TBD

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
41	SFPW	Curb Ramps	Prop K funds will be used to construct and reconstruct accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.	\$6,163,134	TBD
43	SFE	Commuter Benefits Ordinance Update	Review and consider amendments to the San Francisco Commuter Benefits Ordinance (CBO) which applies to businesses and nonprofits that have 20 or more employees nationwide and a location in San Francisco. Project will 1) engage stakeholders 2) consider effects of amending the ordinance on SF employers and employees 3) engage in best-practice research to offer increased resources to employers in supporting their employees in commuting sustainably 4) revising, creating and translating guidance materials and employee communication templates, 5) revising CBO language as needed, and 6) providing guidance to businesses subject to the Bay Area program.	\$100,610	Citywide
43	SFMTA	Employer TDM Program - Placeholder	This is a placeholder for funds to develop, pilot and implement an on-going program for working with employees of existing employers in San Francisco to increase the number of people walking, bicycling, and taking transit, and reduce single occupant vehicle use. SFMTA will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going employer-based information and education outreach program.	\$536,000	Any
43	SFMTA	Residential TDM Program - Placeholder	This is a placeholder for funding to develop, pilot and launch a program for working with residents of existing housing units in San Francisco to reduce single-occupancy vehicle use. Through this program, SF will establish goals and evaluation metrics for the program; design and implement an initial residential pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going resident-based information and education outreach program.	\$700,000	Any
43	SFCTA	ConnectSF Modal Study Follow On	ConnectSF is the multi-agency long range transportation planning program. Studies and projects proposed under the program umbrella, including the Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) are designed to help San Francisco reach the 50-year vision, adopted in 2018. The intent of the ConnectSF Modal Study Follow on will be to take projects, operational strategies and preliminary policies identified in the SFS and the TCS and develop them further for implementation.	\$300,000	Citywide
43	SFMTA	Curb Management Strategy	Develop a curb management strategy that emphasizes access for people and goods rather than private car storage, and determines how to allocate curb space both across time and physical space, where to allocate space (proximity) for different users, and how to manage curb space across physical space and time. Scope includes Phase 1: development of a policy framework, Phase 2: development of tools, procedures and strategies, informed by pilot projects, and Phase 3: implementation and evaluation.	\$615,400	Citywide

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
43	SFCTA	Emerging Mobility Services Pilot - Placeholder	The proposed funding is a placeholder Emerging Mobility Services Pilots, such as an Autonomous Vehicle (AV) shuttle pilot on San Francisco public streets, preferably serving a Community of Concern; candidate locations include Districts 4, 6, or District 10. An AV pilot is also an opportunity to partner with SFMTA's curb management team to test curb management strategies. Goals of the pilots would include, but are not limited to, support for transit and reduced emissions. SFCTA would evaluate the pilot performance.	\$100,000	District 04, District 06, District 10
43	SFCTA	Mobility as a Service Pilot	The Transportation Authority and TIMMA seek to design and pilot an aggregated mobility services pilot on Treasure Island, Downtown/SOMA, and/or District 10. The objective is to aggregate the area public and private transit operators (water taxi, ferry, AC Transit, and Muni); toll; parking; and emerging mobility service information into a single user interface for trip planning, booking, payment, and navigation. This pilot application could coordinate with incentives and discount programs, and should focus on including benefits and service for Communities of Concern. Results of this pilot could inform future research, transit incentives programs, and citywide expansions.	\$200,000	District 03, District 06, District 10
43	Any Eligible	NTHP Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTHP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTHP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$500,000	Citywide
43	SFMTA	TDM for Tourists	This is a placeholder for funding to launch and operate a five-year program that involves working with hotels, travel agents, and on-line travel services to provide materials, outreach, and marketing to increase the number of people who use transit to come into SF and increase the use of non-automotive uses while visiting SF's many sites	\$325,000	Citywide
43	SFCTA	Transportation Sustainability Program Evaluation Tool	The Transportation Sustainability Program (TSP) Evaluation Tool will provide decision-makers with the ability to quantify the effectiveness of travel demand management (TDM) strategies included in the TSP program that are intended to shift travel behavior away from single-occupant motor vehicles to sustainable forms of travel like transit, biking and walking. The effort involves identifying the tool's performance requirements based on user needs; collecting, warehousing and analyzing data; and implementing a tool that can easily be used by developers, planners, decision-makers and the public.	\$400,000	Citywide
44	Any Eligible	Housing Incentive Pool Local Match	This placeholder will provide local matching funds to the MTC's Housing Incentive Pool (HIP) grant program. The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23.	\$550,000	Any

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
44	Any Eligible	Neighborhood Transportation Improvement Program Planning Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for planning funds.	\$1,100,000	Any
44	Any Eligible	NTIP Capital Placeholder	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.	\$900,000	Any
44	SFCTA, SFMTA	Neighborhood Transportation Improvement Program Support	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This funding enables SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach, and provide project delivery support.	\$650,000	Citywide
44	Any Eligible	O BAG3 Local Match	This funding provides local match to One Bay Area Grant (OBAG) Cycle 3 funds. MTC created OBAG to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and Plan Bay Area, the region's first Sustainable Communities Strategy. OBAG rewards communities and neighborhoods that have a track record of and/or plans in place to support transit-oriented development, particularly in areas that are slated for accepting growth in housing and/or employment (i.e., Priority Development Areas).	\$1,250,000	Any
44	Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	This placeholder will provide the local match to planning grants for transportation studies and planning to support transit oriented development and neighborhood transportation planning.	\$750,000	Any
44	TBD	Regional Priority Areas Planning Local Match (e.g. Regional PDA Planning)	These funds provide local match to the MTC's Priority Development Area (PDA) planning grant program. Key goals of the PDA Planning program are to increase both housing (including affordable housing) and jobs; increase transit ridership; promote multimodal connections; and locate key services and retail within the PDAs. To be eligible for matching funds from this category, projects must support transit-oriented development and neighborhood transportation planning. Priority will be given to projects benefiting Communities of Concern that make improvements to transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture.	\$350,000	Any

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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¹ Prop K Expenditure Plan numbers correspond to the below categories:

- 1 Rapid Bus Network
- 7 Capital Improvement Program
- 8 BART Station Access, Safety & Capacity
- 9 Ferry
- 10 Trolleybus Lines Extension
- 11 F-Line Extension to Ft Mason
- 12 Purchase/Rehab Historic Streetcars
- 13 Balboa Park BART/MUNI Station Access
- 14 Relocation of Paul St to Oakdale - Caltrain
- 15 Purchase Additional LRV's
- 16 Other Transit Enhancements
- 17M Vehicles - MUNI
- 17P Vehicles - PCJPB
- 20B Facilities - BART
- 20M Facilities - MUNI
- 20P Facilities - PCJPB
- 20U Facilities - Undesignated
- 22B Guideways - BART
- 22M Guideways - MUNI
- 22P Guideways - PCJPB
- 22U Guideways - Undesignated
- 26 Great Highway Erosion Repair
- 27 Visitacion Valley Watershed
- 30 Other Upgrades to Major Arterials
- 31 New Signals and Signs
- 32 Adv. Technology & Info Systems SFgo
- 33 Signals and Signs
- 34 Street Resurfacing, Rehab, & Maintenance
- 35 Street Repair & Cleaning Equipment
- 37 Pedestrian & Bicycle Facility Maintenance
- 38 Traffic Calming
- 39 Bicycle Circulation/Safety
- 40 Pedestrian Circulation/Safety
- 41 Curb Ramps
- 42 Tree Planting & Maintenance
- 43 Transportation Demand Mgmt
- 44 Transportation/Land Use Coordination

² Sponsor acronyms include Bay Area Rapid Transit District (BART), Department of the Environment (SFE), Department of Public Works (SFPW), Golden Gate Bridge, Highway and Transit District (GGBHTD), Peninsula Corridor Joint Powers Board/Caltrain (PCJPB), Port of San Francisco (SFPort), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

Attachment 3.
Neighborhood Transportation Improvement Program (NTIP) Summary

Proposed NTIP Programming for Projects

Prop K Category	2019 5YPP Proposed Programming FY 2019/20-FY 2023/24
Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	-
Balboa Park BART/MUNI Station Access	-
Other Transit Enhancements	-
Other Upgrades to Major Arterials	\$250,000
New Signals and Signs	-
Traffic Calming	\$2,850,000
Bicycle Circulation/Safety	\$1,000,000
Pedestrian Circulation/Safety	\$1,100,000
Transportation Demand Management	\$500,000
Transportation/Land Use Coordination	\$2,000,000
	\$7,700,000

Proposed Programming for NTIP Program Support

Prop K Category	2014 5YPP Remaining Programming	2019 5YPP Proposed Programming FY 2019/20-FY 2023/24
Transportation/Land Use Coordination	-	\$650,000
Total	-	\$650,000

**Total Allocated and Remaining Available Funds by District in the 2014 5YPP Period
(FY 2013/14-FY 2018/19)**

District	Total Allocated	Total Intended to Allocate/ Pending	Total Available Planning Funds*	Total Available Capital Funds*
1	\$359,631	-	-	\$340,369
2	\$700,000	-	-	-
3	\$350,000	-	-	\$350,000
4	\$600,000	\$100,000	-	-
5	\$100,000	-	-	\$600,000
6	\$208,000	-	-	\$492,000
7	\$100,000	-	-	\$600,000
8	\$130,000	\$325,000	\$50,000	\$195,000
9	\$699,995	-	-	\$5
10	\$460,000	-	-	\$240,000
11	\$700,000	-	-	-
Total	\$4,407,626	\$425,000	\$50,000	\$2,817,374

*not allocated, intended to allocate or pending

RESOLUTION ADOPTING THE 2019 PROP K STRATEGIC PLAN

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

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

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

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

WHEREAS, In May 2018, the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline (Resolution 18-57), which included non-substantive revisions to the Strategic Plan policies, updated the sales tax revenue forecast, incorporated actual expenditures and financing costs, and updated Strategic Plan model assumptions such as interest costs related to debt issuance and capital reserve needs; and

WHEREAS, The baseline also incorporated programming and cash flow changes for



paratransit operations and the Prop K major capital projects – Central Subway, Caltrain Modernization Program, Presidio Parkway (formerly known as the Doyle Drive Replacement Project) and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal, which have no 5YPP requirement; and

WHEREAS, The Transportation Authority Board adopted the 2019 Prop K 5YPPs for the 21 programmatic categories requiring a 5YPP in two groups in October and November 2018 by Resolutions 19-15 and 19-22; and

WHEREAS, The 2019 Strategic Plan tiers off of the 2019 Strategic Plan Baseline and incorporates programming and cash flow information for the programmatic categories based on the adopted 2019 Prop K 5YPPs as shown in Attachments 2 and 3; and

WHEREAS, The 2019 Strategic Plan includes \$2.540.3 billion in total funds available for projects over the 30-year Expenditure Plan period, \$10.7 million higher than what was adopted in the 2014 Strategic Plan, and the plan conservatively estimates a total long-term debt need of \$718 million, resulting in a 1% increase in financing costs as a percentage of total funds available when compared to the 2014 Strategic Plan (up from \$296 million to \$322 million)(Attachment 1); and

WHEREAS, This modest uptick in projected financing is primarily the result of advancing funds from the outyears to support the potential for accelerated delivery of the San Francisco Municipal Transportation Agency's light rail vehicles and to support \$20 million in fund exchanges to reduce the Transportation Authority's longstanding commitment of Regional Improvement Program funds and help meet the cash flow needs for the Central Subway; and

WHEREAS, At its October 24, 2018 meeting, the Citizens Advisory Committee reviewed and unanimously adopted a motion of support for the adoption of the 2019 Strategic Plan; and

WHEREAS, At its November 13, 2018 meeting the Board was briefed on the 2019 Prop K

Strategic Plan and recommended approval of the staff recommendation on its first reading; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2019 Prop K Strategic Plan; and be it further

RESOLVED, That the Executive Director shall publish the 2019 Prop K Strategic Plan and make it available on the agencies website for Prop K project sponsors and any other interested parties.

Attachments:

1. 2019 Strategic Plan Presentation
2. Programming Financing Costs by Expenditure Plan Line Item (YOE \$s)
3. Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Adopt the 2019 Prop K Strategic Plan

Presentation to the
Transportation Authority Board



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

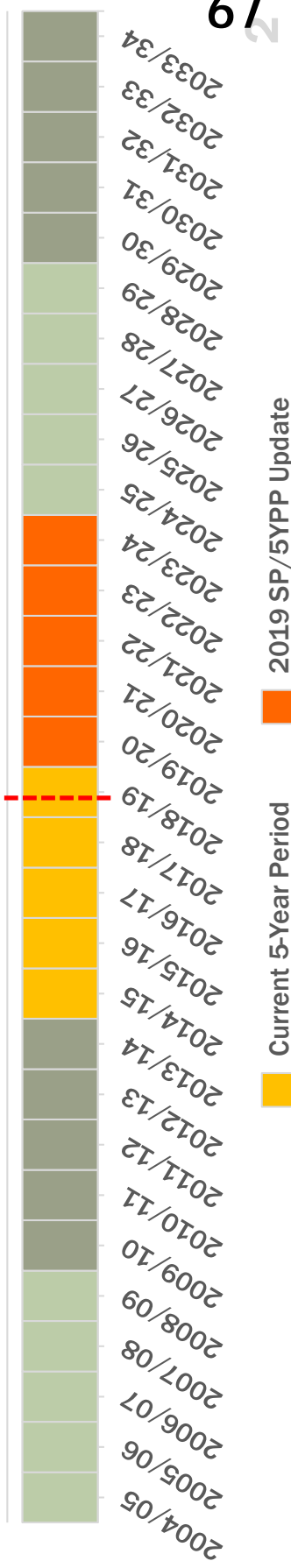
November 13, 2018

2019 Strategic Plan/5YPP Update

Why is it important? Why now?

- ▶ **Determines which projects will receive funding over next five years**
 - ▶ 5-year period starting July 1, 2019
- ▶ **Respond to current context**
 - ▶ Board interests, agency priorities, changing funding landscape
- ▶ **Helps ensure funds are available to support project delivery**
- ▶ **Support transparency and accountability**
 - ▶ Board, sponsor, public engagement

30-Year Prop K Expenditure Plan 2009 SP/5YPP Update 2014 SP/5YPP Update 2019 SP/5YPP Update

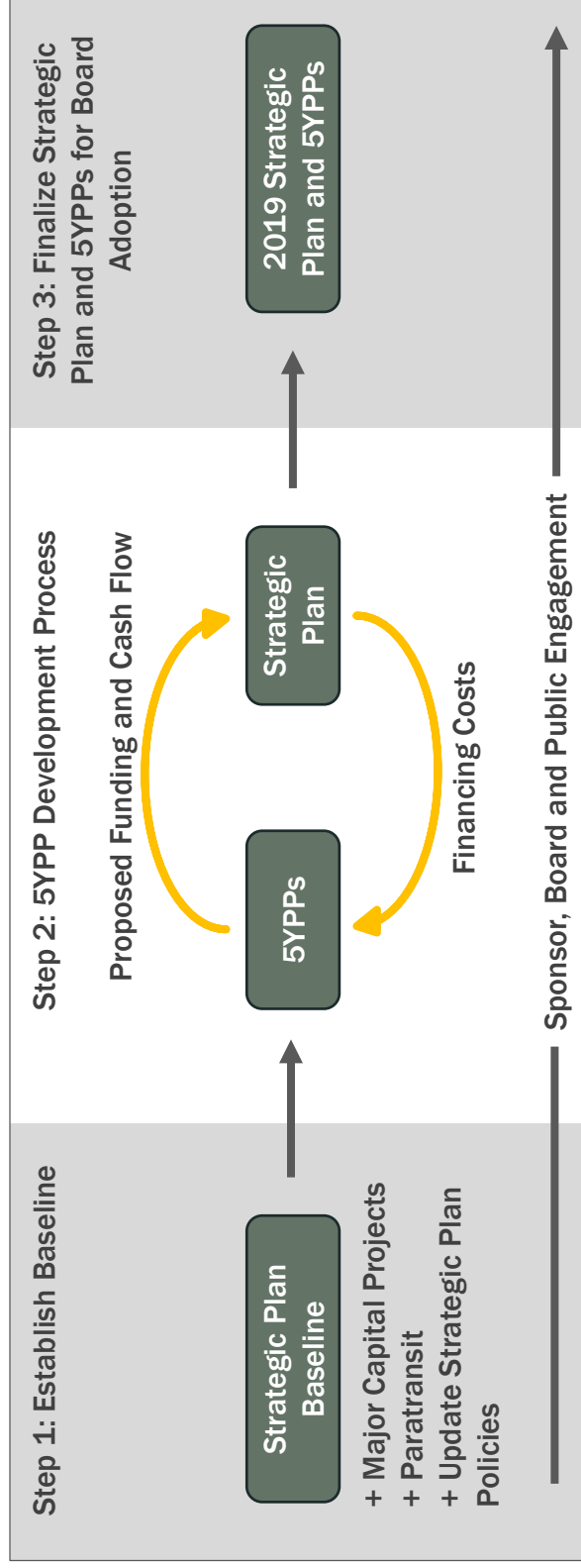


2019 Strategic Plan/5YPP Update

What is the process?



- ▶ **Iterative process requiring extensive communication between SFCTA and project sponsors**
- ▶ **Strategic Plan and 5YPPs evolve in parallel and are closely coordinated**



2019 Strategic Plan/5YPP Update

Step 3: Adopt Strategic Plan



The Strategic Plan guides implementation of the Prop K Expenditure Plan, determining how much Prop K funds are available by fiscal year through 2034.

Step 3: Finalize Strategic Plan and 5YPPs for Board Adoption

2019 Strategic Plan and 5YPPs



- ▲ Incorporates programming and cashflow for programmatic categories and major capital projects
- ▲ Updates debt assumptions and financing costs
- ▲ Guides implementation of the Prop K Expenditure Plan through FY2023/24

Components of the Strategic Plan



POLICIES

REVENUES

Sales Tax

Investment Income

EXPENDITURES

Operating Expenditures

Capital Reserve

Project Costs

Financing Costs

2019 Prop K Strategic Plan Prop K Policies



- ▶ Provides guidance to both Transportation Authority staff and project sponsors for program administration
- ▶ Adopted in May 2018: Minor updates for clarity purposes

Strategic Plan Guiding Principles:

1. Optimize leveraging of sales tax funds
2. Support timely and cost-effective project delivery
3. Maximize cost effectiveness of financing

Components of the Strategic Plan



POLICIES

REVENUES

EXPENDITURES

Sales Tax

Investment Income

Operating Expenditures

Capital Reserve

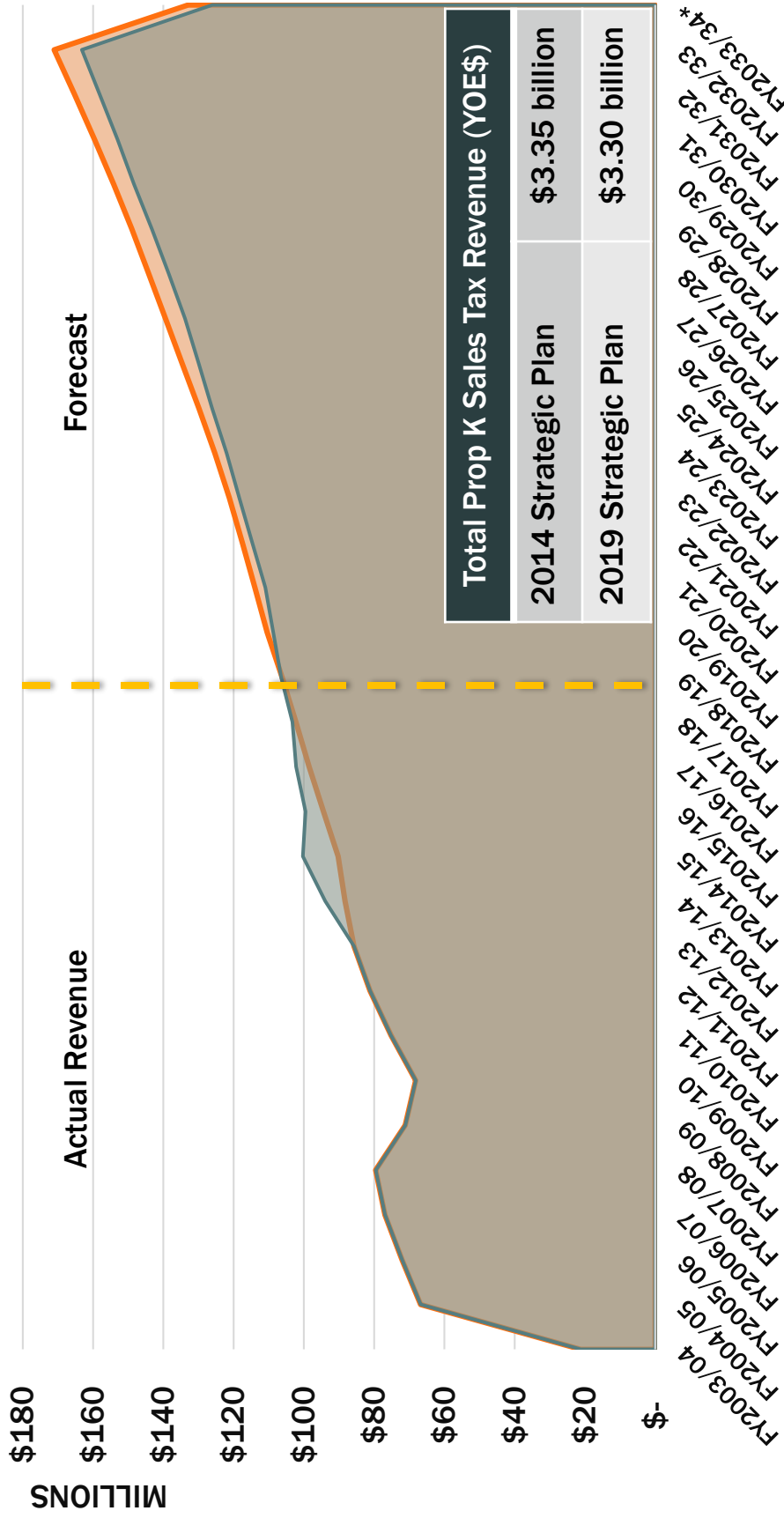
Project Costs

Financing Costs

2019 Strategic Plan Revenues



Prop K Sales Tax Revenue (YOES\$)



2014 Strategic Plan 2019 Strategic Plan

* FY2033/34 represents 3/4 of projected sales tax revenue in FY2033/34

Components of the Strategic Plan

POLICIES

REVENUES

EXPENDITURES

Sales Tax

Operating Expenditures

Interest Income

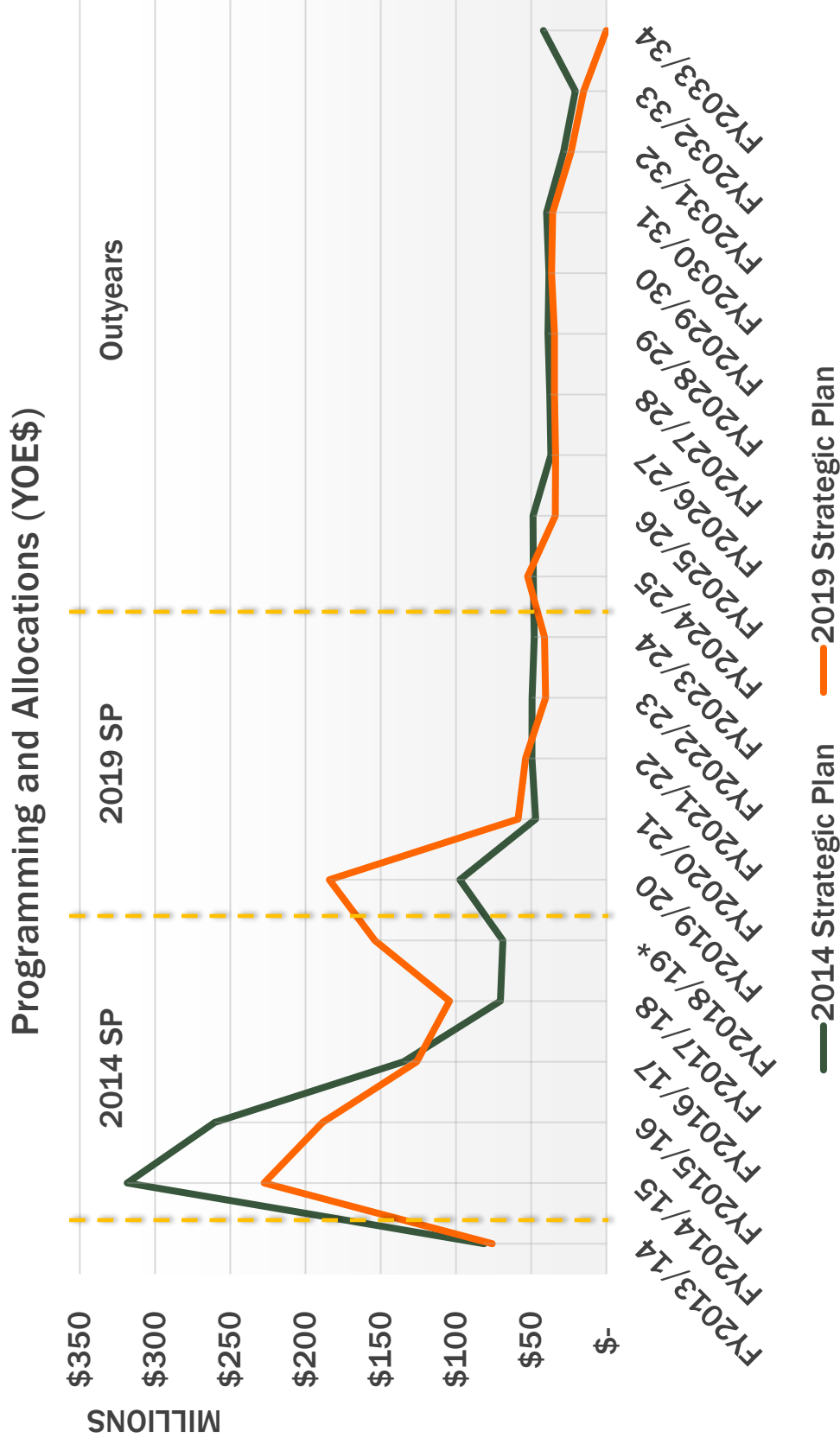
Capital Reserve

Project Costs

Financing Costs

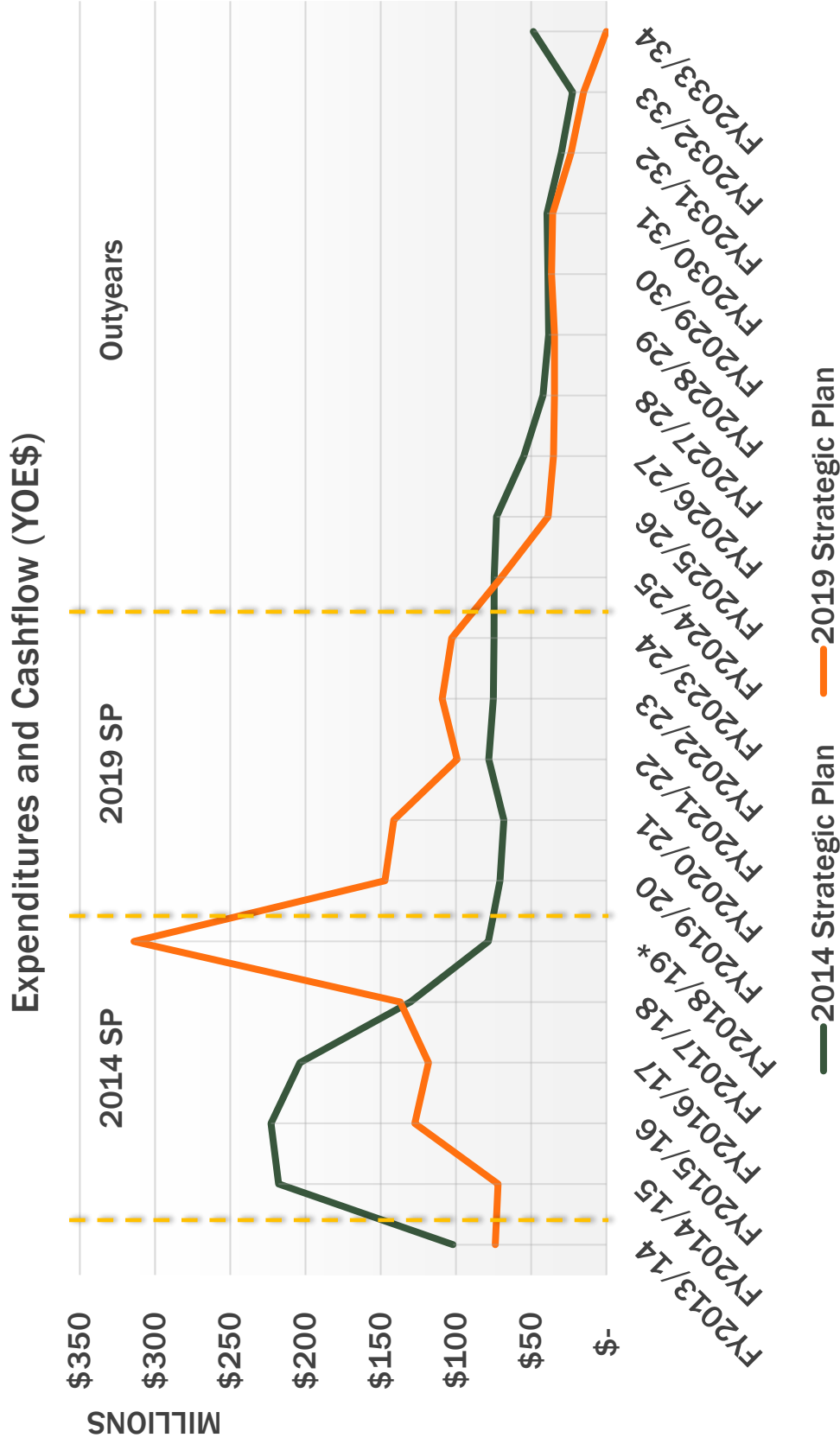


2019 Strategic Plan Project Programming and Allocations



* Includes allocations as of October 24, 2018 Board Meeting, and FY2018/19 programming

2019 Strategic Plan Project Expenditures and Cashflow

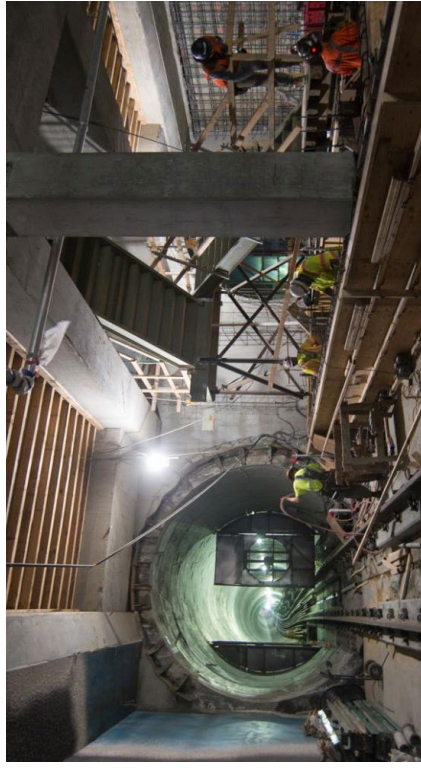


* Expenditures for FY2018/19 and on are projections

2019 Strategic Plan

Are we meeting our goals?

- ✓ **Leveraging other local, state, and federal funds**
- ✓ **Supporting project delivery**
 - ▶ **Major capital projects all complete or under construction, except Downtown Extension**
 - ▶ **Replacing entire Muni rubber tire and LRV fleet**
 - ▶ **Supporting Vision Zero**
 - ▶ **Neighborhood Transportation Improvement Program**



2019 Prop K Strategic Plan

Debt assumptions over time (in millions)

✓ Maximizing cost effectiveness of financing

Categories	2005 SP Update	2009 SP Update	2014 SP Update	2019 SP Update
Total long-term debt needs	\$1,025	\$843	\$676	\$719*
Total financing costs	\$758	\$859	\$296	\$322
Bond issuance years	FY05/06- FY28/29	FY09/10 FY12/13 FY15/16 FY18/19 FY21/22 FY24/25	FY15/16 FY18/19 FY21/22 FY24/25	FY17/18* FY18/19 FY22/23

* Includes FY17/18 sales tax revenue bond for \$248 million



2019 Strategic Plan Revenues and Expenditures Comparison



Revenues (in millions of YOES\$)				
	2019 Strategic Plan	2014 Strategic Plan		Δ
Sales Tax Revenue	\$ 3,298.7	\$ 3,346.4		(47.7)
Investment Income	\$ 45.7	\$ 80.7		(35.0)
Loans	\$ 19.6	\$ 19.6		0.0
Long Term Bond Proceeds	\$ 718.6	\$ 676.2		42.4
TOTAL	\$ 4,082.6	\$ 4,122.9		(40.3)

Expenditures (in millions of YOES\$)				
	2019 Strategic Plan	2014 Strategic Plan		Δ
Program Administration	\$ 194.4	\$ 196.0		(1.6)
Loans	\$ 19.0	\$ 19.0		0.0
Funds Available for Projects	\$ 2,540.3	\$ 2,529.6		10.7
Financing Costs	\$ 322.2	\$ 295.7		26.6
Capital Reserve	\$ 288.0	\$ 406.4		(118.4)
Long Term Bond Debt Service	\$ 718.6	\$ 676.2		42.4
TOTAL	\$ 4,082.6	\$ 4,122.9		(40.3)

Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	
TRANSIT																				
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming \$ 101,488,214 Finance Costs \$ 16,521,896 Total \$ 118,010,109	\$ 600,000	\$ 381,904	\$ 848,211	\$ 3,419,882	\$ 1,899,739	\$ 919,031	\$ -	\$ 5,526,515	\$ 42,179	\$ 2,206,868	\$ 16,123,598	\$ 2,467,139	\$ 8,770,336	\$ 22,306,288	\$ -	
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,152,085 Finance Costs \$ - Total \$ 96,152,085	\$ -	\$ 74,849,985	\$ 10,610,708	\$ 5,071,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming \$ 126,000,000 Finance Costs \$ - Total \$ 126,000,000	\$ 4,142,132	\$ -	\$ -	\$ -	\$ -	\$ 863,000	\$ 27,886,088	\$ 15,479,025	\$ 57,059,618	\$ 19,605,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -		Programming \$ - Finance Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,356,784	12.01%	Programming \$ 206,490,018 Finance Costs \$ 34,140,815 Total \$ 240,630,833	\$ -	\$ 20,350,000	\$ 12,875,000	\$ 14,829,000	\$ 54,402,133	\$ 8,084,850	\$ 18,200,000	\$ (2,501,334)	\$ -	\$ -	\$ 247,108	\$ 7,950,000	\$ 40,065,950	\$ 11,100,831	\$ 5,225,103	\$ 5,629,859
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 7,568,062 Finance Costs \$ 28,468,062 Total \$ 36,036,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 6,390,000	\$ 7,470,000	\$ -	\$ 4,040,000	\$ 189,760
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming \$ 20,100,423 Finance Costs \$ 3,638,984 Total \$ 23,739,408	\$ -	\$ 797,683	\$ 1,193,685	\$ 1,052,092	\$ 1,184,361	\$ 1,901,300	\$ 1,730,000	\$ 340,000	\$ 149,799	\$ 149,998	\$ 13,385	\$ 1,014,868	\$ 844,931	\$ 1,437,571	\$ 1,095,729	\$ 1,795,947
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming \$ 9,641,379 Finance Costs \$ 1,361,390 Total \$ 11,002,769	\$ -	\$ 564,417	\$ 2,015,047	\$ -	\$ 36,793	\$ 12,453	\$ 8,083	\$ 8,083	\$ 11,060	\$ 6,132	\$ 2,846	\$ 1,000	\$ -	\$ -	\$ -	\$ 25,126
9	Ferry	\$ 5,263,651	8.23%	Programming \$ 4,828,683 Finance Costs \$ 433,322 Total \$ 5,262,005	\$ -	\$ 8,647	\$ 27,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming \$ 9,294,740 Finance Costs \$ - Total \$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ (6,000)	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,894,408	0.00%	Programming \$ 4,892,873 Finance Costs \$ - Total \$ 4,892,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ (2,000)	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,370,434	3.96%	Programming \$ 1,316,007 Finance Costs \$ 54,215 Total \$ 1,370,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 9,514,729	7.25%	Programming \$ 8,823,354 Finance Costs \$ 689,431 Total \$ 9,512,785	\$ -	\$ -	\$ 535,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 615,819	\$ 82,094	\$ 99,000	\$ 2,523,993	\$ (28,938)	\$ 110,000	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 7,762,531	0.00%	Programming \$ 7,762,044 Finance Costs \$ - Total \$ 7,762,044	\$ -	\$ 40,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000	\$ 402,027	\$ 123,972	\$ 89,000	\$ 2,006,350	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 5,677,513	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,582 Total \$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 4,592,490	\$ (4,179)	\$ -	\$ 19,807	\$ 19,807
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming \$ 11,247,658 Finance Costs \$ 1,287,200 Total \$ 12,534,858	\$ -	\$ 13,077	\$ 201,354	\$ -	\$ 192,000	\$ (184)	\$ -	\$ -	\$ 3,090,000	\$ -	\$ 171,000	\$ 380,000	\$ -	\$ (2,253,474)	\$ 2,514,001	\$ -
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming \$ 48,031,649 Finance Costs \$ 2,873,428 Total \$ 50,905,077	\$ -	\$ 13,077	\$ 776,725	\$ -	\$ 192,000	\$ (184)	\$ -	\$ -	\$ 3,090,000	\$ 689,819	\$ 673,121	\$ 602,972	\$ 7,205,483	\$ (288,241)	\$ 2,624,001	\$ 19,807
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ (5,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18			
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$ 411,420,696	\$ -	\$ 28,258,807	\$ 991,284	\$ 3,191,271	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267	\$ -	\$ 120,953	\$ 14,564,466	\$ 16,384,871	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155			
				Finance Costs \$ 61,883,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 473,303,749	\$ -	\$ 28,258,807	\$ 991,284	\$ 3,191,271	\$ 3,821,299	\$ 4,600,000	\$ 6,906,267	\$ -	\$ 120,953	\$ 14,564,466	\$ 16,384,871	\$ 76,391,330	\$ 98,461,781	\$ 28,577,306	\$ 35,909,155			
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming \$ 20,640,763	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269	\$ -	\$ -		
				Finance Costs \$ 3,532,459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 24,173,222	\$ -	\$ 58,153	\$ 393,380	\$ 295,500	\$ 814,264	\$ 406,000	\$ 1,412,363	\$ 953,161	\$ 1,046,505	\$ 1,000,000	\$ 1,032,481	\$ 1,673,197	\$ 2,109,105	\$ 1,121,269				
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming \$ 76,990,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 7,686,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 84,676,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Vehicles Subtotal	\$ 596,204,183	12.26%	Programming \$ 521,164,754	\$ -	\$ 28,321,960	\$ 1,384,664	\$ 3,486,771	\$ 4,635,563	\$ 5,001,000	\$ 8,318,630	\$ 953,161	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ -	\$ -		
				Finance Costs \$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 594,266,368	\$ -	\$ 28,321,960	\$ 1,384,664	\$ 3,486,771	\$ 4,635,563	\$ 5,001,000	\$ 8,318,630	\$ 953,161	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424				
18	Trolleybus wheelchair-lift OBM	\$ 2,515,844	0.00%	Programming \$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 353,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 2,448,531	\$ -	\$ 607,194	\$ 378,938	\$ 353,000	\$ 219,102	\$ 350,000	\$ -	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
19	F-Line OBM	\$ 5,088,090	0.00%	Programming \$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 5,168,000	\$ -	\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total Vehicles	\$ 603,808,116	12.11%	Programming \$ 528,781,285	\$ -	\$ 30,169,154	\$ 2,947,602	\$ 5,103,771	\$ 5,831,665	\$ 6,034,000	\$ 8,318,630	\$ 1,313,458	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424	\$ -	\$ -		
				Finance Costs \$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 601,882,899	\$ -	\$ 30,169,154	\$ 2,947,602	\$ 5,103,771	\$ 5,831,665	\$ 6,034,000	\$ 8,318,630	\$ 1,313,458	\$ 1,167,458	\$ 15,564,466	\$ 17,384,871	\$ 100,134,978	\$ 30,686,411	\$ 37,030,424				
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%	Programming \$ 1,950,937	\$ -	\$ -	\$ 383,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 58,594	\$ -	\$ -	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 2,009,530	\$ -	\$ -	\$ 383,615	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%	Programming \$ 69,161,047	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214			
				Finance Costs \$ 11,847,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 81,008,071	\$ -	\$ 1,949,581	\$ -	\$ 364,016	\$ 227,785	\$ -	\$ 12,298,331	\$ 15,172,000	\$ 2,802,248	\$ 16,000	\$ 3,700,000	\$ 3,800,502	\$ 3,344,361	\$ 7,892,800	\$ 2,006,214			
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%	Programming \$ 6,713,001	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 365,196	\$ 530,178	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 1,381,086	\$ -	\$ -	\$ -	\$ -	\$ 42,585	\$ 19,364	\$ 14,466	\$ 29,283	\$ 24,651	\$ 10,270	\$ 7,213	\$ 2,691	\$ 2,732	\$ -	\$ -	\$ -		
				Total \$ 8,094,087	\$ -	\$ 933,426	\$ 1,444,772	\$ 166,667	\$ 407,781	\$ 549,542	\$ 14,466	\$ 189,283	\$ 24,651	\$ 10,270	\$ 7,213	\$ 2,691	\$ 2,732	\$ -	\$ -	\$ -		
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,108,603	0.99%	Programming \$ 10,007,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 100,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 10,107,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Facilities Subtotal	\$ 101,325,282	13.21%	Programming \$ 87,832,670	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 530,683	\$ 592,981	\$ 530,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510			
				Finance Costs \$ 13,386,867	\$ -	\$ -	\$ -	\$ -	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 7,213	\$ 2,691	\$ 2,732	\$ -	\$ -	\$ -		
				Total \$ 101,219,537	\$ -	\$ 2,883,007	\$ 1,828,387	\$ 530,683	\$ 640,902	\$ 551,155	\$ 12,313,539	\$ 15,361,957	\$ 2,826,899	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 3,838,042	\$ 8,331,994	\$ 2,599,709			
21	Muni MMAX OBM	\$ 16,518,835	0.00%	Programming \$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 16,781,000	\$ -	\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 2,314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Total Facilities	\$ 117,844,117	11.36%	Programming \$ 104,613,670	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,743,981	\$ 2,844,178	\$ 12,298,331	\$ 15,332,000	\$ 2,802,248	\$ 16,000	\$ 3,699,999	\$ 4,011,033	\$ 3,835,350	\$ 8,329,262	\$ 2,522,510			
				Finance Costs \$ 13,386,867	\$ -	\$ -	\$ -	\$ -	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 7,213	\$ 2,691	\$ 2,732	\$ -	\$ -	\$ -		
				Total \$ 118,000,537	\$ -	\$ 6,883,007	\$ 5,647,387	\$ 4,027,683	\$ 3,791,902	\$ 2,865,155	\$ 12,313,539	\$ 15,361,957	\$ 2,826,899	\$ 26,270	\$ 3,708,100	\$ 4,018,246	\$ 3,838,042	\$ 8,331,994	\$ 2,599,709			
22B	Guideways-BART	\$ 7,373,824	0.46%	Programming \$ 7,339,709	\$ -	\$ 12,500	\$ -	\$ -	\$ -	\$ (12,500)	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -			
				Finance Costs \$ 33,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 7,373,368	\$ -	\$ 12,500	\$ -	\$ -	\$ (12,500)	\$ -	\$ 1,241,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -			
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$ 277,769,396	\$ -	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ (639,240)	\$ (4,774,698)	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ 15,661,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 293,430,975	\$ -	\$ 5,266,194	\$ 1,256,023	\$ 3,297,439	\$ 5,108,354	\$ 4,929,261	\$ 81,126,347	\$ 910,054	\$ 21,089,315	\$ (639,240)	\$ (4,774,698)	\$ -	\$ -	\$ -	\$ -			
22P	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming \$ 25,136,242	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,153,737	\$ 1,998,240	\$ 1,358,704	\$ 1,078,631	\$ -			
				Finance Costs \$ 4,173,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 29,309,951	\$ -	\$ 389,932	\$ 863,317	\$ 434,465	\$ 295,000	\$ 565,990	\$ 653,333	\$ 1,853,295	\$ 2,120,300	\$ 3,222,763	\$ 1,153,737	\$ 1,998,240	\$ 1,358,704	\$ 1,078,631				
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming \$ 34,389,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ 2,627,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 36,652,292	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
Total Programming & Finance Costs																		
	Total	\$ 366,900,403	6.03%															
	Programming	\$ 344,634,866																
	Finance Costs	\$ 22,131,720																
	Total	\$ 366,766,587																
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,088,552,636	9.98%															
	Programming	\$ 978,029,821																
	Finance Costs	\$ 108,620,201																
	Total	\$ 1,086,650,022																
	TOTAL TRANSIT	\$ 1,830,472,490	9.57%															
	Programming	\$ 1,611,662,273																
	Finance Costs	\$ 175,158,098																
	Total	\$ 1,786,820,371																
	TOTAL PARATRANSIT	\$ 241,529,805	14.25%															
	Programming	\$ 207,052,459																
	Finance Costs	\$ 34,421,517																
	Total	\$ 241,473,975																
	23 Paratransit	\$ 241,529,805	14.25%															
	Programming	\$ 207,052,459																
	Finance Costs	\$ 34,421,517																
	Total	\$ 241,473,975																
	TOTAL PARATRANSIT	\$ 241,529,805	14.25%															
	Programming	\$ 207,052,459																
	Finance Costs	\$ 34,421,517																
	Total	\$ 241,473,975																
	STREETS AND TRAFFIC SAFETY	\$ 2,552,000	0.00%															
	Programming	\$ 2,552,000																
	Finance Costs	\$ -																
	Total	\$ 2,552,000																
	24 Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%															
	Programming	\$ 69,842,746																
	Finance Costs	\$ 10,977,566																
	Total	\$ 80,820,312																
	25 Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%															
	Programming	\$ 2,550,584																
	Finance Costs	\$ -																
	Total	\$ 2,550,584																
	26 Great Highway Erosion Repair	\$ 2,428,457	13.41%															
	Programming	\$ 2,041,625																
	Finance Costs	\$ 325,538																
	Total	\$ 2,367,163																
	27 Visitacion Valley Watershed	\$ 17,944,265	0.00%															
	Programming	\$ 17,943,584																
	Finance Costs	\$ -																
	Total	\$ 17,943,584																
	28 Illinois Street Bridge	\$ 2,000,000	0.00%															
	Programming	\$ 2,000,000																
	Finance Costs	\$ -																
	Total	\$ 2,000,000																
	29 Golden Gate Park/SRT/Traffic Study	\$ 239,257	0.00%															
	Programming	\$ -																
	Finance Costs	\$ -																
	Total	\$ -																
	30 Other Upgrades to Major Arterials	\$ 4,252,791	13.08%															
	Programming	\$ 3,562,193																
	Finance Costs	\$ 556,425																
	Total	\$ 4,118,618																
	Total New and Upgraded Streets	\$ 29,416,770	3.00%															
	Programming	\$ 28,097,986																
	Finance Costs	\$ 881,963																
	Total	\$ 28,979,949																
	31 New Signals and Signs	\$ 43,185,864	2.27%															
	Programming	\$ 42,200,105																
	Finance Costs	\$ 981,390																
	Total	\$ 43,181,495																
	Advanced Technology and Information Systems (Sfgo)	\$ 20,695,719	0.46%															
	Programming	\$ 20,599,491																
	Finance Costs	\$ 94,483																
	Total	\$ 20,693,974																
	33 Signals and Signs	\$ 105,153,392	0.76%															
	Programming	\$ 104,349,317																
	Finance Costs	\$ 795,361																
	Total	\$ 105,144,679																
	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%															
	Programming	\$ 127,444,514																
	Finance Costs	\$ 14,049,865																
	Total	\$ 141,494,379																
	35 Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%															
	Programming	\$ 27,270,886																
	Finance Costs	\$ 3,375																
	Total	\$ 27,274,261																

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18			
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming \$ 2,149,645	\$ -	\$ 500,000	\$ 436,998	\$ 394,000	\$ 394,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 2,149,645	\$ -	\$ 500,000	\$ 436,998	\$ 394,000	\$ 394,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming \$ 20,424,653	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 539,120	\$ 554,710	\$ 619,759	\$ 586,960	\$ 599,307	\$ 599,307	\$ 625,000	\$ 458,793	\$ 664,334	\$ 687,494	\$ 711,397		
				Finance Costs \$ 388,559	\$ -	\$ -	\$ -	\$ -	\$ 2,691	\$ 6,418	\$ 6,028	\$ 1,875	\$ 2,691	\$ 6,418	\$ 6,028	\$ 2,482	\$ 2,475	\$ 1,145	\$ 209	\$ -	\$ -	
				Total \$ 20,813,212	\$ -	\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 540,995	\$ 540,995	\$ 540,995	\$ 557,401	\$ 626,177	\$ 592,988	\$ 601,789	\$ 627,475	\$ 459,937	\$ 664,543	\$ 687,494	\$ 711,397	
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489	\$ -	\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ -	\$ -	\$ 2,967,375	
				Finance Costs \$ 6,830,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 72,720,855	\$ -	\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 2,462,172	\$ 502,153	\$ 2,997,679	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ -	\$ -	\$ 2,967,375
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Programming \$ 29,233,722	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286		
				Finance Costs \$ 3,730,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 32,964,370	\$ -	\$ 610,376	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 286,879	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286		
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Programming \$ 26,105,968	\$ -	\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021		
				Finance Costs \$ 2,358,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 28,464,622	\$ -	\$ 364,707	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021		
41	Curb Ramps	\$ 28,232,310	0.05%	Programming \$ 28,208,261	\$ -	\$ 871,446	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 796,000	\$ 830,949	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084		
				Finance Costs \$ 14,091	\$ -	\$ 14,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 28,222,352	\$ -	\$ 885,537	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 796,000	\$ 830,949	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084		
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Programming \$ 39,022,527	\$ -	\$ 1,231,400	\$ 857,000	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,013,571	\$ 1,058,198	\$ 1,099,541	\$ 1,158,196	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166		
				Finance Costs \$ 212,326	\$ -	\$ 24,002	\$ 1,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 39,234,853	\$ -	\$ 1,255,402	\$ 858,780	\$ 893,999	\$ 929,155	\$ 975,463	\$ 1,013,571	\$ 1,060,793	\$ 1,101,373	\$ 1,159,674	\$ 1,204,429	\$ 1,000,000	\$ 1,028,551	\$ 1,028,551	\$ 1,091,623	\$ 1,141,166		
TOTAL STREETS AND TRAFFIC SAFETY		\$ 686,617,274	6.02%	Programming \$ 630,840,310	\$ 2,832,840	\$ 26,330,992	\$ 28,149,870	\$ 13,473,540	\$ 27,813,092	\$ 17,451,007	\$ 43,765,802	\$ 6,969,370	\$ 14,228,610	\$ 15,371,328	\$ 15,371,328	\$ 13,359,147	\$ 5,924,282	\$ 49,447,335	\$ 20,925,835	\$ 31,319,382		
				Finance Costs \$ 41,318,646	\$ -	\$ 500,465	\$ 499,259	\$ 806,763	\$ 583,906	\$ 315,085	\$ 192,591	\$ 478,389	\$ 489,561	\$ 215,824	\$ 184,960	\$ 168,677	\$ 168,677	\$ 117,608	\$ 145,597	\$ 835,247		
				Total \$ 672,158,955	\$ 2,832,840	\$ 26,831,456	\$ 28,649,130	\$ 14,280,303	\$ 28,396,999	\$ 17,766,092	\$ 43,958,393	\$ 7,447,758	\$ 44,245,393	\$ 7,447,758	\$ 14,718,170	\$ 15,587,152	\$ 15,587,152	\$ 13,544,107	\$ 6,092,959	\$ 49,564,943	\$ 21,071,432	\$ 32,154,629
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																						
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 12,536,451	\$ -	\$ 434,849	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,610	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646		
				Finance Costs \$ 1,336,592	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 13,873,044	\$ -	\$ 441,418	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,610	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 18,739,580	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827		
				Finance Costs \$ 2,292,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 21,032,499	\$ -	\$ 44,000	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 1,007,672	\$ 195,203	\$ 1,523,889	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 34,931,502	10.39%	Programming \$ 31,276,031	\$ -	\$ 478,849	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827			
				Finance Costs \$ 3,629,512	\$ -	\$ 6,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Total \$ 34,905,543	\$ -	\$ 485,418	\$ 542,988	\$ 653,000	\$ 433,349	\$ 1,045,284	\$ 171,321	\$ 529,262	\$ 1,271,282	\$ 458,830	\$ 2,113,120	\$ 3,122,190	\$ 1,030,387	\$ 2,074,862	\$ 809,827			
TOTAL STRATEGIC PLAN		\$ 2,793,551,071	9.11%	Programming \$ 2,480,831,072	\$ 7,574,972	\$ 176,166,341	\$ 77,424,537	\$ 61,031,872	\$ 110,573,674	\$ 54,295,217	\$ 203,819,851	\$ 58,862,376	\$ 107,224,705	\$ 69,626,543	\$ 75,875,505	\$ 227,559,889	\$ 188,685,950	\$ 126,071,910	\$ 104,250,341			
				Finance Costs \$ 254,527,772	\$ -	\$ 507,033	\$ 2,275,346	\$ 2,371,049	\$ 1,674,312	\$ 995,743	\$ 687,285	\$ 1,597,436	\$ 1,493,989	\$ 649,859	\$ 626,135	\$ 695,247	\$ 430,106	\$ 608,900	\$ 4,131,378			
				Total \$ 2,735,358,845	\$ 7,574,972	\$ 176,673,374	\$ 79,699,883	\$ 63,402,921	\$ 112,247,987	\$ 55,290,961	\$ 204,507,136	\$ 60,459,812	\$ 205,419,287	\$ 60,361,812	\$ 108,718,694	\$ 70,276,402	\$ 76,501,640	\$ 228,255,137	\$ 189,116,057	\$ 126,680,810	\$ 108,381,719	

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
TRANSIT																		
1	Bus Rapid Transit/Muni Metro Network	\$ 33,285,420	\$ -	\$ 2,064,919	\$ 626,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 500,834	\$ 1,205,445	\$ 1,406,757	\$ 1,542,408	\$ 1,498,619	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -	\$ -
		\$ 33,786,254	\$ 1,205,445	\$ 3,471,676	\$ 2,168,593	\$ 1,498,619	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 964,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 964,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 10,278,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,594,014	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 12,872,640	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -	\$ -
6	Electrification	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,574	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587	\$ -
		\$ 296,574	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587	\$ -
7	Capital Improvement Program	\$ 1,162,459	\$ 2,500,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 145,706	\$ 289,059	\$ 317,357	\$ 323,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -	\$ -
		\$ 1,308,165	\$ 2,789,059	\$ 2,067,357	\$ 323,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 327,025	\$ 1,072,975	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 42,880	\$ 83,444	\$ 88,740	\$ 86,908	\$ 86,589	\$ 109,445	\$ 101,838	\$ 101,384	\$ 102,242	\$ 104,393	\$ 96,556	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -	\$ -
		\$ 369,905	\$ 1,156,419	\$ 88,740	\$ 786,908	\$ 86,589	\$ 109,445	\$ 408,452	\$ 423,487	\$ 438,709	\$ 456,361	\$ 222,975	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -	\$ -
9	Ferry	\$ 210,000	\$ 240,000	\$ 65,000	\$ 282,000	\$ 200,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 65	\$ 18,855	\$ 14,699	\$ 13,492	\$ 19,929	\$ 28,047	\$ 43,835	\$ 47,864	\$ 54,744	\$ 52,678	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -	\$ -
		\$ 210,065	\$ 258,855	\$ 79,699	\$ 295,492	\$ 219,929	\$ 1,328,047	\$ 43,835	\$ 47,864	\$ 54,744	\$ 147,741	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ -	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 374,809	\$ -	\$ -	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ 55,186	\$ 38,376	\$ -	\$ -	\$ -
		\$ -	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ 55,186	\$ 38,376	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,446	\$ 5,067	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,446	\$ 5,067	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 700,000	\$ 748,000	\$ 1,208,408	\$ -	\$ -	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ 195,829	\$ -	\$ -	\$ -	\$ -
		\$ 9,665	\$ 30,438	\$ 51,161	\$ 63,816	\$ 53,341	\$ 56,346	\$ 52,430	\$ 52,196	\$ 52,637	\$ 53,750	\$ 55,882	\$ 61,490	\$ 55,691	\$ 40,587	\$ -	\$ -	\$ -
		\$ 709,665	\$ 778,438	\$ 1,259,569	\$ 63,816	\$ 53,341	\$ 56,346	\$ 353,086	\$ 366,064	\$ 379,212	\$ 394,630	\$ 410,925	\$ 454,587	\$ 255,520	\$ 40,587	\$ -	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 61,143	\$ 92,739	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -	\$ -
		\$ 61,143	\$ 189,400	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -	\$ -
16	Other Transit Enhancements	\$ 945,584	\$ 500,000	\$ 2,744,300	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -	\$ -
		\$ 945,584	\$ 500,000	\$ 2,744,300	\$ 2,871,964	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -	\$ -
		\$ 1,645,584	\$ 3,373,220	\$ 3,952,708	\$ 3,295,986	\$ -	\$ 9,871,250	\$ 1,206,155	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,360,202	\$ 1,183,555	\$ 1,159,094	\$ -	\$ -
		\$ 70,808	\$ 123,177	\$ 128,651	\$ 256,691	\$ 280,857	\$ 338,359	\$ 294,673	\$ 271,123	\$ 248,829	\$ 226,531	\$ 204,188	\$ 184,078	\$ 142,356	\$ 83,301	\$ -	\$ -	\$ -
		\$ 1,716,392	\$ 3,496,397	\$ 4,081,359	\$ 3,552,677	\$ 280,857	\$ 338,359	\$ 1,016,923	\$ 1,477,279	\$ 1,499,864	\$ 1,529,358	\$ 1,560,459	\$ 1,679,066	\$ 1,502,558	\$ 1,266,856	\$ 1,159,094	\$ -	\$ -
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
	Total Guideways	\$ 25,757,477	\$ 35,448,196	\$ 9,542,745	\$ 6,746,311	\$ 6,642,086	\$ 8,840,062	\$ 6,111,301	\$ 8,684,363	\$ 12,059,345	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 5,733,573	\$ 325,706	\$ -
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 71,759,818	\$ 114,248,768	\$ 13,542,422	\$ 10,051,060	\$ 9,442,086	\$ 8,840,062	\$ 14,402,291	\$ 9,609,537	\$ 13,017,950	\$ 13,474,203	\$ 14,028,257	\$ 15,058,392	\$ 14,864,586	\$ 6,973,008	\$ 1,463,811	\$ -
	Total Transit	\$ 2,948,551	\$ 6,700,378	\$ 7,780,133	\$ 8,206,252	\$ 7,831,666	\$ 12,304,966	\$ 10,839,286	\$ 9,988,360	\$ 9,182,433	\$ 8,358,071	\$ 7,531,481	\$ 6,773,014	\$ 5,640,788	\$ 4,262,817	\$ -	\$ -
	PARATRANSIT	\$ 74,708,369	\$ 120,949,146	\$ 21,322,555	\$ 18,257,312	\$ 17,273,752	\$ 21,145,028	\$ 25,241,577	\$ 19,597,896	\$ 22,200,383	\$ 21,832,274	\$ 21,559,738	\$ 21,831,405	\$ 20,505,375	\$ 11,235,825	\$ 1,463,811	\$ -
	Paratransit	\$ 119,633,900	\$ 121,434,963	\$ 21,375,049	\$ 14,955,231	\$ 9,642,086	\$ 13,730,872	\$ 24,580,155	\$ 11,137,795	\$ 14,605,452	\$ 15,724,061	\$ 15,510,947	\$ 16,553,381	\$ 16,224,788	\$ 8,156,563	\$ 2,622,905	\$ -
	Total Paratransit	\$ 6,599,432	\$ 12,748,164	\$ 13,297,098	\$ 13,626,129	\$ 12,913,150	\$ 18,428,813	\$ 15,999,549	\$ 14,520,227	\$ 13,086,989	\$ 11,990,180	\$ 10,016,943	\$ 8,375,923	\$ 6,870,368	\$ 5,149,922	\$ 741,404	\$ 2,236,587
	STREETS AND TRAFFIC SAFETY	\$ 126,233,332	\$ 134,183,127	\$ 34,672,147	\$ 28,581,360	\$ 22,555,236	\$ 32,159,685	\$ 40,579,704	\$ 25,658,021	\$ 27,692,441	\$ 26,814,240	\$ 25,527,890	\$ 24,929,303	\$ 23,095,156	\$ 13,306,485	\$ 3,364,309	\$ -
23	Golden Gate Bridge South Access (Doyle Drive)	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	-	-	-	-	-	-	-	-
	Paratransit	\$ 1,161,674	\$ 2,046,355	\$ 1,974,735	\$ 2,072,445	\$ 2,207,623	\$ 3,116,052	\$ 3,091,782	\$ 2,991,491	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
	Total Paratransit	\$ 11,482,684	\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 7,342,307	\$ 7,417,922	\$ 7,342,307	\$ 7,417,922	\$ 7,417,922	\$ 7,342,307	\$ -	\$ -
	Golden Gate Bridge South Access (Doyle Drive)	\$ 10,321,010	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	-	-	-	-	-	-	-	-
	Paratransit	\$ 1,161,674	\$ 2,046,355	\$ 1,974,735	\$ 2,072,445	\$ 2,207,623	\$ 3,116,052	\$ 3,091,782	\$ 2,991,491	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
	Total Paratransit	\$ 11,482,684	\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 7,342,307	\$ 7,417,922	\$ 7,342,307	\$ 7,417,922	\$ 7,417,922	\$ 7,342,307	\$ -	\$ -
24	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Bridge South Access (Doyle Drive)	\$ 875,070	\$ 1,308,430	\$ 1,074,812	\$ 963,173	\$ 869,383	\$ 1,026,133	\$ 835,493	\$ 701,312	\$ 563,701	\$ 415,290	\$ 249,622	\$ 40,714	\$ -	\$ -	\$ -	\$ -
	Paratransit	\$ 875,070	\$ 1,308,430	\$ 1,074,812	\$ 963,173	\$ 869,383	\$ 1,026,133	\$ 835,493	\$ 701,312	\$ 563,701	\$ 415,290	\$ 249,622	\$ 40,714	\$ -	\$ -	\$ -	\$ -
25	Golden Gate Park/SRT/Traffic Study	\$ 1,397,310	\$ 259,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRT/Traffic Study	\$ 1,397,310	\$ 259,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Visitacion Valley Watershed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRT/Traffic Study	\$ 1,397,310	\$ 259,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRT/Traffic Study	\$ 1,397,310	\$ 259,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Other Upgrades to Major Arterials	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRT/Traffic Study	\$ 1,397,310	\$ 259,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Total New and Upgraded Streets	\$ 1,000,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other Upgrades to Major Arterials	\$ 7,242	\$ 57,288	\$ 56,166	\$ 55,037	\$ 51,206	\$ 62,810	\$ 53,814	\$ 48,470	\$ 43,237	\$ 37,828	\$ 32,140	\$ 26,127	\$ 17,753	\$ 7,306	\$ -	\$ -
	Total New and Upgraded Streets	\$ 1,007,242	\$ 307,288	\$ 306,166	\$ 55,037	\$ 51,206	\$ 62,810	\$ 53,814	\$ 48,470	\$ 43,237	\$ 37,828	\$ 32,140	\$ 26,127	\$ 17,753	\$ 7,306	\$ -	\$ -
30	New Signals and Signs	\$ 2,397,310	\$ 509,119	\$ 250,000	\$ 6,035,272	\$ -	\$ 2,000,000	\$ 2,105,151	\$ -	\$ -	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
	New Signals and Signs	\$ 7,242	\$ 92,932	\$ 90,731	\$ 86,801	\$ 80,793	\$ 99,152	\$ 85,007	\$ 76,632	\$ 68,438	\$ 59,975	\$ 51,088	\$ 41,738	\$ 28,711	\$ 12,723	\$ -	\$ -
	Total New and Upgraded Streets	\$ 2,404,552	\$ 602,051	\$ 340,731	\$ 6,122,073	\$ 80,793	\$ 2,099,152	\$ 2,190,159	\$ 76,632	\$ 68,438	\$ 803,948	\$ 825,435	\$ 898,746	\$ 931,949	\$ 948,644	\$ 947,294	\$ -
31	Advanced Technology and Information Systems (SFgo)	\$ 1,246,856	\$ 2,422,111	\$ -	\$ 300,000	\$ 3,300,000	\$ 742,061	\$ 1,010,830	\$ 785,955	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ 859,616	\$ -
	Advanced Technology and Information Systems (SFgo)	\$ 77,079	\$ 88,978	\$ 74,351	\$ 71,842	\$ 41,960	\$ 65,962	\$ 61,378	\$ 61,105	\$ 61,623	\$ 62,370	\$ 64,293	\$ 70,029	\$ 77,649	\$ 101,906	\$ -	\$ -
	New Signals and Signs	\$ 1,323,935	\$ 2,511,089	\$ 74,351	\$ 371,842	\$ 3,341,960	\$ 65,962	\$ 502,527	\$ 1,661,321	\$ 1,720,977	\$ 1,778,450	\$ 1,852,339	\$ 2,048,966	\$ 2,163,320	\$ 2,175,804	\$ 1,017,107	\$ -
32	Street Resurfacing, Rehabilitation, and Maintenance	\$ 806,611	\$ 2,320,000	\$ 661,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,020,985	\$ 796,062	\$ 822,802	\$ 855,696	\$ 891,730	\$ 988,409	\$ 1,044,260	\$ 1,084,065	\$ 859,616	\$ -
	Street Resurfacing, Rehabilitation, and Maintenance	\$ 154,394	\$ 7,463,859	\$ 6,426,000	\$ 1,180,000	\$ 850,000	\$ 1,152,000	\$ 4,970,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ 4,441,933	\$ -
	Signals and Signs	-	-	\$ 55,052	\$ 108,940	\$ 87,709	\$ -	\$ 48,110	\$ 47,467	\$ 47,119	\$ 47,513	\$ 49,009	\$ 53,866	\$ 60,892	\$ 88,536	\$ -	\$ -
	Street Resurfacing, Rehabilitation, and Maintenance	\$ 154,394	\$ 7,463,859	\$ 6,481,052	\$ 1,288,940	\$ 937,709	\$ 1,152,000	\$ 5,018,884	\$ 4,035,317	\$ 4,173,452	\$ 4,346,518	\$ 4,529,672	\$ 5,020,925	\$ 5,304,785	\$ 5,533,263	\$ 4,441,933	\$ -
33	Street Repair and Cleaning Equipment	\$ 3,150,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,100,000	\$ 2,927,331	\$ 2,405,144	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ 5,407,226	\$ 4,519,633	\$ -	\$ -	\$ -
	Street Repair and Cleaning Equipment	\$ 576,764	\$ 907,952	\$ 803,568	\$ 715,810	\$ 695,873	\$ 857,154	\$ 797,579	\$ 793,224	\$ 774,957	\$ 779,969	\$ 782,599	\$ 834,003	\$ 828,491	\$ 603,912	\$ -	\$ -
	Maintenance	\$ 3,726,764	\$ 3,907,952	\$ 3,803,568	\$ 3,715,810	\$ 3,795,873	\$ 3,784,485	\$ 3,202,724	\$ 5,426,790	\$ 5,081,363	\$ 5,466,973	\$ 5,668,223	\$ 6,241,228	\$ 5,348,124	\$ 603,912	\$ -	\$ -
34	Street Repair and Cleaning Equipment	\$ 936,719	\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -
	Street Repair and Cleaning Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Street Repair and Cleaning Equipment	\$ 936,719	\$ 1,300,000	\$ 871,364	\$ 908,990	\$ 943,282	\$ 977,976	\$ 1,075,218	\$ 1,049,218	\$ 1,086,886	\$ 1,130,839	\$ 1,177,007	\$ 1,302,652	\$ 1,372,921	\$ 1,422,601	\$ 1,437,307	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 2. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
36	Embarcadero Roadway Incremental O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
37	Pedestrian and Bicycle Facility Maintenance	\$ 736,957	\$ 702,659	\$ 784,632	\$ 812,238	\$ 837,680	\$ 813,143	\$ 665,388	\$ 769,061	\$ 797,785	\$ 831,150	\$ 866,340	\$ 957,958	\$ 913,975	\$ 869,255	\$ 664,756	\$ -
		\$ 5,834	\$ 8,771	\$ 11,611	\$ 16,155	\$ 21,045	\$ 33,864	\$ 31,487	\$ 31,331	\$ 31,590	\$ 32,274	\$ 33,627	\$ 37,043	\$ 35,677	\$ 34,930	\$ -	\$ -
		\$ 742,791	\$ 711,430	\$ 796,243	\$ 828,393	\$ 858,725	\$ 847,007	\$ 696,874	\$ 800,392	\$ 829,376	\$ 863,424	\$ 899,967	\$ 995,000	\$ 949,652	\$ 904,186	\$ 664,756	\$ -
38	Traffic Calming	\$ 4,246,174	\$ 19,358,450	\$ 6,412,499	\$ 5,510,000	\$ 3,130,000	\$ 3,130,000	\$ -	\$ 1,670,266	\$ 1,755,045	\$ 776,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ 41,995	\$ 312,511	\$ 577,838	\$ 865,314	\$ 808,933	\$ 790,340	\$ 780,782	\$ 728,259	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
		\$ 4,246,174	\$ 19,358,450	\$ 6,454,494	\$ 5,822,511	\$ 3,707,838	\$ 3,995,314	\$ 808,933	\$ 2,460,606	\$ 2,535,827	\$ 1,504,686	\$ 638,379	\$ 549,812	\$ 425,809	\$ 310,392	\$ -	\$ -
39	Bicycle Circulation and Safety	\$ 3,693,704	\$ 4,829,758	\$ 2,779,758	\$ 4,660,758	\$ 1,299,758	\$ 1,189,758	\$ -	\$ 69,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 49,765	\$ 176,735	\$ 287,996	\$ 333,413	\$ 469,776	\$ 444,656	\$ 407,507	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
		\$ 3,693,704	\$ 4,879,523	\$ 2,956,493	\$ 4,948,754	\$ 1,633,171	\$ 1,659,534	\$ 444,656	\$ 476,936	\$ 368,614	\$ 328,914	\$ 287,960	\$ 247,461	\$ 190,774	\$ 137,076	\$ -	\$ -
40	Pedestrian Circulation and Safety	\$ 1,971,828	\$ 2,625,000	\$ 1,650,963	\$ 1,791,000	\$ 1,000,000	\$ 1,000,000	\$ 334,080	\$ 873,919	\$ 911,409	\$ 952,678	\$ 980,228	\$ 279,987	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 75,645	\$ 107,592	\$ 126,605	\$ 174,388	\$ 239,160	\$ 222,537	\$ 221,544	\$ 223,418	\$ 228,128	\$ 236,548	\$ 215,143	\$ 166,587	\$ 121,359	\$ -	\$ -
		\$ 1,971,828	\$ 2,700,645	\$ 1,758,555	\$ 1,917,605	\$ 1,174,388	\$ 1,239,160	\$ 556,618	\$ 1,095,464	\$ 1,134,827	\$ 1,180,807	\$ 1,216,776	\$ 495,130	\$ 166,587	\$ 121,359	\$ -	\$ -
41	Curb Ramps	\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,263,517	\$ 1,299,429	\$ 1,773,544	\$ 561,603	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 994,383	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,263,517	\$ 1,299,429	\$ 1,773,544	\$ 561,603	\$ 1,125,023	\$ 1,170,518	\$ 1,218,306	\$ 1,348,359	\$ 1,421,093	\$ 1,472,516	\$ 1,480,409	\$ -
42	Tree Planting and Maintenance	\$ 1,192,519	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,914,560	\$ 1,490,017	\$ 1,542,782	\$ 1,602,913	\$ 1,670,583	\$ 1,851,860	\$ 1,954,864	\$ 2,018,115	\$ 1,626,895	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343	\$ 19,251	\$ 19,349	\$ 19,558	\$ 20,214	\$ 22,248	\$ 25,153	\$ 35,524	\$ -	\$ -
		\$ 1,192,519	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306	\$ 1,933,903	\$ 1,509,268	\$ 1,562,131	\$ 1,622,471	\$ 1,690,797	\$ 1,874,108	\$ 1,980,016	\$ 2,053,639	\$ 1,626,895	\$ -
TOTAL STREETS AND TRAFFIC SAFETY		\$ 21,527,455	\$ 47,122,470	\$ 25,464,395	\$ 27,609,060	\$ 17,982,370	\$ 16,824,004	\$ 16,695,838	\$ 17,491,101	\$ 18,123,718	\$ 18,763,071	\$ 18,722,322	\$ 19,927,841	\$ 19,446,424	\$ 15,302,488	\$ 12,475,318	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STR.		\$ 1,541,990	\$ 2,532,473	\$ 2,436,446	\$ 2,689,832	\$ 2,882,403	\$ 3,656,516	\$ 3,364,679	\$ 3,159,820	\$ 2,949,697	\$ 2,705,463	\$ 2,423,892	\$ 2,123,668	\$ 1,852,868	\$ 1,464,969	\$ -	\$ -
	Transportation Demand Management / Parking Management	\$ 23,069,445	\$ 49,654,943	\$ 27,900,841	\$ 30,298,892	\$ 20,864,773	\$ 20,480,520	\$ 20,060,517	\$ 20,650,921	\$ 21,073,416	\$ 21,468,534	\$ 21,146,215	\$ 22,051,508	\$ 21,299,292	\$ 16,767,457	\$ 12,475,318	\$ -
		\$ 1,645,000	\$ 1,550,610	\$ 930,000	\$ 666,000	\$ 350,000	\$ 105,000	\$ 391,577	\$ 412,020	\$ 431,000	\$ 452,610	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 61,212	\$ 88,884	\$ 96,210	\$ 97,340	\$ 130,655	\$ 121,488	\$ 120,901	\$ 121,914	\$ 124,558	\$ 121,744	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
		\$ 1,645,000	\$ 1,611,822	\$ 1,018,884	\$ 762,210	\$ 447,340	\$ 235,655	\$ 513,065	\$ 532,920	\$ 552,913	\$ 577,168	\$ 436,059	\$ 104,838	\$ 81,169	\$ 59,111	\$ -	\$ -
44	Transportation/Land Use Coordination	\$ 805,000	\$ 3,550,000	\$ 450,000	\$ 300,000	\$ 2,250,000	\$ 250,000	\$ 473,232	\$ 577,977	\$ 604,982	\$ 32,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 104,900	\$ 150,960	\$ 139,707	\$ 163,884	\$ 250,525	\$ 233,109	\$ 232,063	\$ 234,012	\$ 210,161	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
		\$ 825,538	\$ 3,654,900	\$ 600,960	\$ 439,707	\$ 2,413,884	\$ 500,525	\$ 706,341	\$ 810,040	\$ 838,995	\$ 242,316	\$ 184,083	\$ 158,331	\$ 122,282	\$ 88,365	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 2,450,000	\$ 5,100,610	\$ 1,380,000	\$ 966,000	\$ 2,600,000	\$ 355,000	\$ 864,809	\$ 989,997	\$ 1,035,982	\$ 484,765	\$ 314,315	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 20,538	\$ 166,112	\$ 239,844	\$ 235,917	\$ 261,225	\$ 381,180	\$ 354,597	\$ 352,964	\$ 355,926	\$ 334,719	\$ 305,828	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
		\$ 2,470,538	\$ 5,266,722	\$ 1,619,844	\$ 1,201,917	\$ 2,861,225	\$ 736,180	\$ 1,219,406	\$ 1,342,960	\$ 1,391,908	\$ 819,484	\$ 620,143	\$ 263,170	\$ 203,451	\$ 147,476	\$ -	\$ -
TOTAL STRATEGIC PLAN		\$ 153,932,365	\$ 184,126,053	\$ 58,687,454	\$ 53,723,301	\$ 40,417,466	\$ 41,102,886	\$ 52,333,813	\$ 33,969,708	\$ 33,765,153	\$ 34,471,897	\$ 34,547,584	\$ 36,481,221	\$ 35,671,212	\$ 23,459,051	\$ 15,098,223	\$ -
		\$ 9,323,634	\$ 17,493,104	\$ 17,948,123	\$ 18,624,322	\$ 18,264,400	\$ 25,582,560	\$ 22,810,607	\$ 21,024,501	\$ 19,100,176	\$ 17,048,283	\$ 14,866,083	\$ 12,587,996	\$ 10,340,045	\$ 7,792,127	\$ 741,404	\$ 2,236,587
		\$ 163,255,999	\$ 201,619,157	\$ 76,635,577	\$ 72,347,623	\$ 58,681,866	\$ 66,685,446	\$ 75,144,419	\$ 54,994,210	\$ 52,865,329	\$ 51,520,180	\$ 49,413,667	\$ 49,069,217	\$ 46,011,257	\$ 31,251,178	\$ 15,839,627	\$ 2,236,587

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
TRANSIT																			
1	Bus Rapid Transit/Muni Metro Network	\$ 118,671,405	13.92%	Programming \$ 101,488,214 Finance Costs \$ 16,521,896 Total \$ 118,010,109	\$ 40,020	\$ 512,974	\$ 449,231	\$ 227,073	\$ 673,144	\$ 1,958,944	\$ 625,020	\$ 3,082,000	\$ 3,029,056	\$ 1,886,458	\$ 3,120,829	\$ 3,305,029	\$ 5,683,488	\$ 8,993,789	\$ 2,966,080
2	Third Street Light Rail (Phase 1)	\$ 96,852,085	0.00%	Programming \$ 96,152,085 Finance Costs \$ - Total \$ 96,152,085	\$ -	\$ 10,153,919	\$ 25,343,865	\$ 22,009,049	\$ 30,137,141	\$ 2,219,898	\$ 7,500	\$ 302,172	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,029,582	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 126,000,000	0.00%	Programming \$ 126,000,000 Finance Costs \$ - Total \$ 126,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,437,553	\$ (251,756)	\$ 2,825,488	\$ 8,441,840	\$ 45,034,842	\$ 56,322,241	\$ 1,771,139	\$ 4,202,935	\$ 4,450,569	\$ 540,181	\$ -
4	Geary Light Rail	\$ -		Programming \$ - Finance Costs \$ - Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,356,784	12.01%	Programming \$ 206,490,018 Finance Costs \$ 34,140,815 Total \$ 240,630,833	\$ -	\$ 309,000	\$ 32,784,000	\$ 1,172,099	\$ 12,609,714	\$ 22,034,368	\$ 7,423,790	\$ 19,243,327	\$ 7,075,000	\$ 1,109,907	\$ 16,175,570	\$ 18,234,712	\$ 32,239,139	\$ 11,600,423	\$ 11,248,959
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 20,900,000 Finance Costs \$ 7,568,062 Total \$ 28,468,062	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,352,430	\$ 2,082,931	\$ 1,228,284	\$ 5,904,966
7	Capital Improvement Program	\$ 23,806,058	15.29%	Programming \$ 20,100,423 Finance Costs \$ 3,638,984 Total \$ 23,739,408	\$ -	\$ 40,167	\$ 18,664	\$ 724,019	\$ 1,432,526	\$ 1,355,342	\$ 1,358,776	\$ 1,602,878	\$ 749,171	\$ 437,142	\$ 265,546	\$ 174,958	\$ 33	\$ 197,185	\$ 2,855,993
8	BART Station Access, Safety and Capacity	\$ 11,005,816	12.37%	Programming \$ 9,641,379 Finance Costs \$ 1,361,390 Total \$ 11,002,769	\$ -	\$ 189,942	\$ -	\$ 1,627,303	\$ 501,273	\$ 48,032	\$ 212,915	\$ -	\$ -	\$ 306,953	\$ 6,132	\$ 36,510	\$ 115,530	\$ 19,006	\$ 73,435
9	Ferry	\$ 5,263,651	8.23%	Programming \$ 4,828,683 Finance Costs \$ 433,322 Total \$ 5,262,005	\$ -	\$ 7,294	\$ -	\$ 27,973	\$ -	\$ 1,353	\$ -	\$ -	\$ -	\$ 864,500	\$ -	\$ 435,500	\$ -	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ 9,299,375	0.00%	Programming \$ 9,294,740 Finance Costs \$ - Total \$ 9,294,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	F-Line Extension to Fort Mason	\$ 4,894,408	0.00%	Programming \$ 4,892,873 Finance Costs \$ - Total \$ 4,892,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Purchase/Rehab Historic Street Cars	\$ 1,370,434	3.96%	Programming \$ 1,316,007 Finance Costs \$ 54,215 Total \$ 1,370,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 9,514,729	7.25%	Programming \$ 8,823,354 Finance Costs \$ 689,431 Total \$ 9,512,785	\$ -	\$ -	\$ -	\$ 26,750	\$ (33,282)	\$ 38,313	\$ 281,688	\$ 173,500	\$ 65,800	\$ 390,897	\$ 127,163	\$ 69,459	\$ 208,629	\$ 769,997	\$ 641,059
14	Relocation of Paul St to Oakdale-Caitrain Station	\$ 7,762,531	0.00%	Programming \$ 7,762,044 Finance Costs \$ - Total \$ 7,762,044	\$ -	\$ -	\$ 3,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,468	\$ 187,174	\$ 122,671	\$ 53,406	\$ 94,220	\$ 24,396	\$ 1,918
15	Purchase Additional Light Rail Vehicles	\$ 5,677,513	14.84%	Programming \$ 4,694,972 Finance Costs \$ 842,582 Total \$ 5,537,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	Other Transit Enhancements	\$ 12,921,237	9.96%	Programming \$ 11,247,658 Finance Costs \$ 1,287,200 Total \$ 12,534,858	\$ -	\$ (23,330)	\$ 2,429	\$ 6,664	\$ 1,856	\$ 288,627	\$ 130,000	\$ 156,102	\$ 329,096	\$ 177,855	\$ -	\$ 11,288	\$ 245,198	\$ 131,238	\$ 201,419
	Total Transit Enhancements (10-16)	\$ 51,440,226	5.59%	Programming \$ 48,031,649 Finance Costs \$ 2,873,428 Total \$ 50,905,077	\$ -	\$ (23,330)	\$ 5,795	\$ 33,414	\$ (31,425)	\$ 326,940	\$ 411,688	\$ 329,602	\$ 438,364	\$ 755,926	\$ 208,285	\$ 426,720	\$ 434,087	\$ 2,759,197	\$ 2,073,810
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18		
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$	-	1,214,347	251,829	7,080,702	11,754,180	3,008,103	6,633,507	9,373,767	3,270,730	5,846,674	16,048,573	3,941,460	26,592,499	50,134,849	37,903,766		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$	-	1,214,347	251,829	7,080,702	11,754,180	3,008,103	6,633,507	9,373,767	3,270,730	5,846,674	3,941,460	5,846,674	16,048,573	3,941,460	26,592,499	50,134,849	37,903,766
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming \$	-	(3,194)	56,000	-	4,786	1,176,229	560,987	580,063	1,205,859	130,008	298,548	796,127	59,881	144,362	3,742,134		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	(3,194)	56,000	-	4,786	560,987	580,063	1,176,229	560,987	580,063	1,205,859	130,008	298,548	796,127	59,881	144,362	3,742,134
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%	Programming \$	-	607,194	378,938	533,000	219,102	142,990	207,010	360,297	-	-	-	-	-	-	-	-	
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$	-	607,194	378,938	533,000	219,102	142,990	207,010	360,297	-	-	-	-	-	-	-	-	-
19	F-Line O&M	\$ 5,088,090	0.00%	Programming \$	-	1,240,000	1,184,000	1,084,000	977,000	683,000	-	-	-	-	-	-	-	-	-	-	
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$	-	1,240,000	1,184,000	1,084,000	977,000	683,000	-	-	-	-	-	-	-	-	-	-	-
20B	Rehab/Upgrades Existing Facilities-BART	\$ 2,009,758	2.92%	Programming \$	-	3,058,347	1,870,767	8,697,702	12,955,068	5,010,322	7,401,505	10,314,127	4,476,590	5,976,681	16,347,120	4,737,587	26,652,381	50,279,211	41,645,900		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	3,058,347	1,870,767	8,697,702	12,955,068	5,010,322	7,401,505	10,314,127	4,476,590	5,976,681	16,347,120	4,737,587	26,652,381	50,279,211	41,645,900		
20M	Rehab/Upgrades Existing Facilities-MUNI	\$ 81,060,226	14.62%	Programming \$	-	800,780	35,784	174,116	577,391	787,633	95,861	1,176,506	2,624,947	1,913,212	4,667,074	3,761,805	2,015,158	5,017,155	10,769,783		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	800,780	35,784	174,116	577,391	787,633	95,861	1,176,506	2,624,947	1,913,212	4,667,074	3,761,805	2,015,158	5,017,155	10,769,783		
20P	Rehab/Upgrades Existing Facilities-Caltrain	\$ 8,146,696	16.95%	Programming \$	-	252	(41,416)	27,287	2,279,311	368,859	392,863	396,729	110,833	2,859	10,605	(458)	-	-	718,579		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	252	(41,416)	27,287	2,279,311	368,859	392,863	396,729	110,833	2,859	10,605	(458)	-	-	-	718,579	
20U	Rehab/Upgrades Existing Facilities-Discretionary	\$ 10,108,603	0.99%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	Muni MMAX O&M	\$ 16,518,835	0.00%	Programming \$	-	4,000,000	3,819,000	3,497,000	3,151,000	416,520	1,897,480	-	-	-	-	-	-	-	-	-	
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$	-	4,000,000	3,819,000	3,497,000	3,151,000	416,520	1,897,480	-	-	-	-	-	-	-	-	-	-
22B	Guideways-BART	\$ 7,373,824	0.46%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$	-	175,239	1,207,736	3,674,641	835,289	3,006,872	6,953,538	4,346,680	5,717,888	7,331,097	3,008,107	9,064,851	7,737,728	7,737,728	29,791,924		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	175,239	1,207,736	3,674,641	835,289	3,006,872	6,953,538	4,346,680	5,717,888	7,331,097	3,008,107	9,064,851	7,737,728	7,737,728	29,791,924		
22P	Guideways-Caltrain	\$ 29,389,955	14.20%	Programming \$	-	(50,655)	6,634	570,290	448,304	283,493	535,001	494,017	1,797,337	960,147	868,354	1,587,340	216,578	763,766	4,091,533		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	(50,655)	6,634	570,290	448,304	283,493	535,001	494,017	1,797,337	960,147	868,354	1,587,340	216,578	763,766	4,091,533		
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Programming \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				Total \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
22V	Guideways-Discretionary	\$ 344,654,866	11.36%	Programming \$	-	124,584	1,214,369	4,244,930	1,283,593	3,290,366	7,488,540	4,840,697	7,515,225	8,291,244	3,876,461	11,831,140	8,730,690	34,040,796			
				Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$	-	124,584	1,214,369	4,244,930	1,283,593	3,290,366	7,488,540	4,840,697	7,515,225	8,291,244	3,876,461	11,831,140	8,730,690	34,040,796			

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
	Total Guideways	\$ 366,900,403	6.03%	\$ 366,766,587	\$ -	\$ 124,584	\$ 1,214,369	\$ 4,244,930	\$ 1,283,593	\$ 3,290,366	\$ 7,488,540	\$ 4,840,697	\$ 7,515,225	\$ 8,291,244	\$ 3,876,461	\$ 11,831,140	\$ 7,411,882	\$ 8,730,690	\$ 34,060,862
	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 1,088,552,636	9.98%	\$ 1,086,650,022	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,877,900	\$ 20,393,114	\$ 9,873,700	\$ 17,276,248	\$ 16,728,059	\$ 14,727,594	\$ 16,183,996	\$ 24,901,260	\$ 20,330,075	\$ 36,079,421	\$ 64,027,056	\$ 87,219,387
	TOTAL TRANSIT	\$ 1,830,472,490	9.57%	\$ 1,786,820,371	\$ 40,020	\$ 19,173,929	\$ 65,500,058	\$ 42,698,829	\$ 67,153,039	\$ 37,566,820	\$ 30,141,425	\$ 49,729,877	\$ 71,056,026	\$ 77,867,124	\$ 50,267,069	\$ 48,872,892	\$ 82,163,607	\$ 94,096,232	\$ 114,165,084
	PARATRANSIT	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 132,202	\$ 877,601
	TOTAL PARATRANSIT	\$ 241,529,805	14.25%	\$ 241,473,975	\$ -	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 132,202	\$ 877,601
	STREETS AND TRAFFIC SAFETY	\$ 94,745,719	11.59%	\$ 80,820,312	\$ 70,000	\$ 4,740,679	\$ -	\$ 688,625	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 154,880
	Golden Gate Bridge South Access (Doyle Drive)	\$ 2,552,000	0.00%	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 317,361	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bernal Heights Street System Upgrading	\$ 2,428,457	13.41%	\$ 2,041,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Great Highway Erosion Repair	\$ 17,944,265	0.00%	\$ 17,943,584	\$ -	\$ -	\$ 31,931	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 37,731	\$ 214,815	\$ 2,444,853	\$ 58,634	\$ 533,683
	Illinois Street Bridge	\$ 2,000,000	0.00%	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Golden Gate Park/SRT Traffic Study	\$ 239,257	0.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%	\$ 4,118,618	\$ -	\$ -	\$ 36,500	\$ 36,500	\$ 87,093	\$ 87,093	\$ 95,867	\$ 100,761	\$ 197,660	\$ 197,660	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 143,527
	Total New and Upgraded Streets	\$ 124,162,488	0.71%	\$ 28,097,986	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 413,228	\$ 388,779	\$ 146,205	\$ 247,942	\$ 65,586	\$ 236,342	\$ 612,045	\$ 258,274	\$ 705,948
	New Signals and Signs	\$ 43,185,864	2.27%	\$ 43,181,495	\$ -	\$ 566,645	\$ 530,220	\$ 682,397	\$ 1,407,953	\$ 2,434,007	\$ 719,816	\$ 215,254	\$ 1,079,669	\$ 1,306,666	\$ 300,177	\$ 1,894,315	\$ 1,243,575	\$ 849,899	\$ 1,590,297
	Advanced Technology and Information Systems (SF80)	\$ 20,695,719	0.46%	\$ 20,599,491	\$ -	\$ 35,903	\$ 203,017	\$ -	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695	\$ -
	Signals and Signs	\$ 105,153,392	0.76%	\$ 105,144,679	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,706	\$ 3,732,254	\$ 3,109,290	\$ 825,097	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,613,438	\$ 1,509,160	\$ 3,218,153	\$ 2,098,352
	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%	\$ 141,494,379	\$ -	\$ 2,555,228	\$ 11,595,486	\$ 8,936,910	\$ 8,648,769	\$ 8,956,718	\$ 2,252,503	\$ 1,834,995	\$ 2,288,998	\$ 1,141,138	\$ 3,180,287	\$ 956,368	\$ 667,945	\$ 1,964,180	\$ 3,940,727
	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	\$ 27,274,261	\$ -	\$ 798,375	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514
	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	\$ 2,149,645	\$ -	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOY \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18
				Total \$	2,149,645	500,000	477,000	436,998	394,000	341,647	-	-	-	-	-	-	-	-	-
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming \$ 20,424,653 Finance Costs \$ 388,559 Total \$ 20,813,212	-	6,427	495,880	590,800	554,448	1,184,553	616,522	611,159	595,560	530,325	693,982	458,778	589,750	610,854	234,963
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489 Finance Costs \$ 6,830,365 Total \$ 72,720,855	-	844,629	534,995	1,226,670	1,122,376	727,997	309,998	1,243,702	1,217,539	1,313,231	967,649	1,195,401	966,874	384,173	1,243,115
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Programming \$ 29,233,722 Finance Costs \$ 3,730,647 Total \$ 32,964,370	-	302,872	326,497	536,091	576,622	283,131	521,503	848,697	1,182,644	1,166,830	617,699	370,510	1,640,884	1,085,246	327,583
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Programming \$ 26,105,968 Finance Costs \$ 2,358,653 Total \$ 28,464,622	-	356,707	272,472	322,245	307,623	263,905	845,217	595,747	543,858	705,732	700,377	925,858	1,469,571	1,166,190	653,235
41	Curb Ramps	\$ 28,232,310	0.05%	Programming \$ 28,208,261 Finance Costs \$ 14,091 Total \$ 28,222,352	-	871,446	-	439,846	651,359	728,820	113,051	959,332	816,272	857,771	746,554	881,806	275,817	753,388	28,349
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Programming \$ 39,022,527 Finance Costs \$ 212,326 Total \$ 39,234,853	-	1,231,400	857,000	893,999	929,155	975,463	869,596	1,201,267	1,034,493	1,223,175	956,791	1,232,164	1,039,806	839,352	254,970
	TOTAL STREETS AND TRAFFIC SAFETY	\$ 686,617,274	6.02%	Programming \$ 630,840,310 Finance Costs \$ 41,318,646 Total \$ 672,158,955	70,000	15,199,761	20,670,294	20,762,157	20,051,337	21,166,165	13,328,743	23,684,516	19,551,732	13,926,253	12,348,006	12,375,874	33,698,762	12,822,085	12,780,932
43	TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 12,536,451 Finance Costs \$ 1,336,592 Total \$ 13,873,044	-	426,701	274,374	348,614	199,797	165,048	191,313	183,213	271,806	294,502	574,190	243,683	419,385	443,877	2,906
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 18,739,580 Finance Costs \$ 2,292,920 Total \$ 21,032,499	-	18,990	149,000	296,000	73,560	327,985	384,646	99,351	264,663	831,581	553,884	824,454	881,833	1,375,135	435,183
	TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	\$ 34,931,502	10.39%	Programming \$ 31,276,031 Finance Costs \$ 3,629,512 Total \$ 34,905,543	-	445,691	423,374	644,614	273,357	493,033	575,958	282,563	536,469	1,126,083	1,128,074	1,068,137	1,301,217	1,819,012	438,088
	TOTAL STRATEGIC PLAN	\$ 2,793,551,071	9.11%	Programming \$ 2,480,831,072 Finance Costs \$ 254,527,772 Total \$ 2,735,358,845	110,020	35,326,414	108,209,072	76,146,649	98,822,046	69,891,762	53,206,190	83,101,275	101,105,411	101,293,756	74,489,906	72,681,320	127,786,703	118,818,852	141,146,702

Draft 2019 Prop K Strategic Plan
Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
TRANSIT																	
1	Bus Rapid Transit/Muni Metro Network	\$ 32,319,192	\$ 12,145,896	\$ 11,603,155	\$ 7,208,194	\$ 1,658,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 500,834	\$ 1,205,445	\$ 1,406,757	\$ 1,542,408	\$ 1,498,619	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -
		\$ 32,820,025	\$ 13,351,341	\$ 13,009,912	\$ 8,750,602	\$ 3,157,263	\$ 1,848,569	\$ 1,595,036	\$ 1,449,814	\$ 1,309,200	\$ 1,165,416	\$ 1,016,694	\$ 868,191	\$ 660,483	\$ 454,432	\$ -	\$ -
2	Third Street Light Rail (Phase 1)	\$ 356,148	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 356,148	\$ -	\$ -	\$ -	\$ -	\$ 3,590,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Central Subway (Third Street Light Rail Phase 2)	\$ 1,224,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,224,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 13,230,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,594,014	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -
		\$ 15,824,026	\$ 3,873,759	\$ 3,177,247	\$ 2,841,775	\$ 2,558,718	\$ 3,010,218	\$ 2,439,877	\$ 2,034,347	\$ 1,617,423	\$ 1,166,812	\$ 662,347	\$ 21,403	\$ -	\$ -	\$ -	\$ -
6	Electrification	\$ 3,150,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,574	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587
		\$ 3,447,033	\$ 454,047	\$ 383,516	\$ 355,517	\$ 334,649	\$ 416,324	\$ 363,032	\$ 334,413	\$ 307,288	\$ 280,139	\$ 252,985	\$ 229,189	\$ 195,556	\$ 183,557	\$ 741,404	\$ 2,236,587
7	Capital Improvement Program	\$ 4,056,792	\$ 1,831,230	\$ 2,125,000	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 145,706	\$ 289,059	\$ 317,357	\$ 323,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -
		\$ 4,202,499	\$ 2,120,289	\$ 2,442,357	\$ 1,198,088	\$ 302,124	\$ 372,885	\$ 321,972	\$ 292,923	\$ 264,831	\$ 236,140	\$ 206,520	\$ 177,142	\$ 136,031	\$ 96,527	\$ -	\$ -
8	BART Station Access, Safety and Capacity	\$ 786,987	\$ 627,025	\$ 672,975	\$ 300,000	\$ 300,000	\$ 200,000	\$ 306,614	\$ 322,103	\$ 336,467	\$ 351,968	\$ 126,419	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 42,880	\$ 83,444	\$ 88,740	\$ 86,908	\$ 86,589	\$ 109,445	\$ 101,838	\$ 101,384	\$ 102,242	\$ 104,393	\$ 96,556	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -
		\$ 829,867	\$ 710,469	\$ 761,715	\$ 386,908	\$ 386,589	\$ 309,445	\$ 408,452	\$ 423,487	\$ 438,709	\$ 456,361	\$ 222,975	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -
9	Ferry	\$ 490,000	\$ 580,000	\$ 105,000	\$ 141,000	\$ 341,000	\$ 200,000	\$ 550,000	\$ 250,000	\$ 300,000	\$ 95,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 65	\$ 18,855	\$ 14,699	\$ 13,492	\$ 19,929	\$ 28,047	\$ 43,835	\$ 47,864	\$ 54,744	\$ 52,678	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -
		\$ 490,065	\$ 598,855	\$ 119,699	\$ 154,492	\$ 360,929	\$ 228,047	\$ 593,835	\$ 297,864	\$ 354,744	\$ 147,741	\$ 46,172	\$ 39,758	\$ 30,778	\$ 22,407	\$ -	\$ -
10	Extension of Trolleybus Lines/Motor Coach Conversion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -
11	F-Line Extension to Fort Mason	\$ -	\$ 500,000	\$ 426,100	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ 258,380	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 500,000	\$ 426,100	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ 258,380	\$ -
12	Purchase/Rehab Historic Street Cars	\$ -	\$ 187,405	\$ 187,404	\$ 272,993	\$ 272,993	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 55,186	\$ 55,186	\$ 38,376	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,067	\$ 5,044	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -	\$ -
		\$ -	\$ 187,405	\$ 187,404	\$ 272,993	\$ 272,993	\$ -	\$ 50,856	\$ 52,723	\$ 54,616	\$ 56,827	\$ 59,149	\$ 58,868	\$ 60,974	\$ 44,228	\$ -	\$ -
13	Balboa Park BART/MUNI Station Access	\$ 1,677,027	\$ 618,094	\$ 900,000	\$ 638,314	\$ -	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ 199,829	\$ -	\$ -	\$ -
		\$ 9,665	\$ 30,438	\$ 51,161	\$ 63,816	\$ 53,341	\$ 56,346	\$ 52,430	\$ 52,196	\$ 52,637	\$ 53,750	\$ 55,882	\$ 61,490	\$ 55,691	\$ 40,587	\$ -	\$ -
		\$ 1,686,693	\$ 648,532	\$ 951,161	\$ 702,130	\$ 53,341	\$ 56,346	\$ 353,086	\$ 366,064	\$ 379,212	\$ 394,630	\$ 410,925	\$ 454,587	\$ 255,520	\$ 40,587	\$ -	\$ -
14	Relocation of Paul St to Oakdale-Caltrain Station	\$ 2,205,072	\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 409,791	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,205,072	\$ -	\$ 727,650	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 409,791	\$ -
15	Purchase Additional Light Rail Vehicles	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 61,143	\$ 92,739	\$ 77,490	\$ 70,911	\$ 65,715	\$ 85,070	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -
		\$ 1,561,143	\$ 92,739	\$ 77,490	\$ 70,911	\$ 65,715	\$ 181,731	\$ 73,029	\$ 65,944	\$ 59,027	\$ 51,896	\$ 44,429	\$ 36,648	\$ 25,798	\$ 12,936	\$ -	\$ -
16	Other Transit Enhancements	\$ 2,833,186	\$ 580,000	\$ 580,000	\$ 4,250,000	\$ 1,244,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 121,964	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -
		\$ 2,833,186	\$ 580,000	\$ 580,000	\$ 4,371,964	\$ 1,400,360	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -
		\$ 8,215,285	\$ 1,885,499	\$ 2,821,154	\$ 5,161,307	\$ 1,517,293	\$ 96,661	\$ 9,871,250	\$ 1,206,155	\$ 1,251,035	\$ 1,302,827	\$ 1,356,271	\$ 1,494,989	\$ 1,360,202	\$ 1,183,555	\$ 1,159,094	\$ -
		\$ 70,808	\$ 123,177	\$ 128,651	\$ 256,691	\$ 280,837	\$ 338,359	\$ 294,673	\$ 271,123	\$ 248,829	\$ 226,531	\$ 204,188	\$ 184,078	\$ 142,356	\$ 83,301	\$ -	\$ -
		\$ 8,286,093	\$ 2,008,676	\$ 2,949,805	\$ 5,417,998	\$ 1,798,150	\$ 435,020	\$ 10,165,923	\$ 1,477,279	\$ 1,499,864	\$ 1,529,358	\$ 1,560,459	\$ 1,679,066	\$ 1,502,558	\$ 1,266,856	\$ 1,159,094	\$ -
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -

Draft 2019 Prop K Strategic Plan
 Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

EP No.	EP Line Item	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	
17M	New and Renovated Vehicles-MUNI	\$ 76,828,115	\$ 52,218,123	\$ 34,801,973	\$ 26,198,505	\$ 1,082,195	\$ 33,867,059	\$ 2,769,739	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,560,807	\$ 4,256,269	\$ 4,653,997	\$ 5,087,403	\$ 4,666,520	\$ 7,269,230	\$ 6,386,829	\$ 5,819,540	\$ 5,271,630	\$ 4,698,275	\$ 4,106,018	\$ 3,517,451	\$ 2,693,938	\$ 1,895,147	\$ -	\$ -	\$ -
		\$ 78,388,921	\$ 56,474,392	\$ 39,455,970	\$ 31,285,908	\$ 5,748,715	\$ 41,136,289	\$ 9,156,568	\$ 6,119,540	\$ 5,571,630	\$ 4,698,275	\$ 4,106,018	\$ 3,517,451	\$ 2,693,938	\$ 1,895,147	\$ -	\$ -	\$ -
		\$ 6,035,416	\$ 3,028,558	\$ 1,975,000	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 122,536	\$ 304,191	\$ 324,728	\$ 329,017	\$ 307,675	\$ 379,746	\$ 327,906	\$ 298,333	\$ 269,736	\$ 240,532	\$ 210,385	\$ 180,492	\$ 138,660	\$ 98,522	\$ -	\$ -	
		\$ 6,157,952	\$ 3,332,749	\$ 2,299,728	\$ 1,179,017	\$ 307,675	\$ 379,746	\$ 327,906	\$ 298,333	\$ 269,736	\$ 240,532	\$ 210,385	\$ 180,492	\$ 138,660	\$ 98,522	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ 743,520	\$ 50,954,344	\$ 25,292,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ -	\$ -	\$ -	\$ 743,520	\$ 51,108,654	\$ 26,623,720	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -	\$ -
		\$ 82,863,531	\$ 55,246,681	\$ 36,776,973	\$ 27,792,025	\$ 52,036,539	\$ 59,159,488	\$ 10,447,502	\$ 766,192	\$ 782,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -	\$ -
		\$ 1,683,343	\$ 4,560,461	\$ 4,978,725	\$ 5,416,420	\$ 5,128,505	\$ 8,980,267	\$ 7,864,528	\$ 7,164,252	\$ 6,487,780	\$ 5,783,170	\$ 5,055,475	\$ 4,332,831	\$ 3,321,664	\$ 2,344,196	\$ -	\$ -	\$ -
		\$ 84,546,873	\$ 59,807,141	\$ 41,755,698	\$ 33,208,445	\$ 57,165,044	\$ 68,139,755	\$ 18,312,030	\$ 7,930,444	\$ 7,270,709	\$ 6,285,628	\$ 5,578,446	\$ 4,911,629	\$ 3,931,685	\$ 2,976,290	\$ 639,775	\$ -	\$ -
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20B	Rehab/Upgrades Existing facilities-BART	\$ 65,672	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 190,000	\$ 69,981	\$ 72,768	\$ 75,522	\$ 78,711	\$ 82,050	\$ 90,665	\$ 87,063	\$ 83,928	\$ 26,633	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,882	\$ 4,519	\$ 4,557	\$ 4,654	\$ 4,846	\$ 5,332	\$ 5,455	\$ 6,423	\$ -	\$ -
		\$ 65,672	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 194,882	\$ 74,521	\$ 77,288	\$ 80,079	\$ 83,366	\$ 86,896	\$ 95,997	\$ 92,518	\$ 90,351	\$ 26,633	\$ -	\$ -
		\$ 19,406,632	\$ 5,567,463	\$ 4,748,805	\$ 2,220,941	\$ 1,866,667	\$ 933,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 534,003	\$ 1,016,545	\$ 1,013,324	\$ 1,002,322	\$ 998,592	\$ 1,275,122	\$ 1,101,617	\$ 1,002,925	\$ 907,577	\$ 810,292	\$ 710,003	\$ 611,062	\$ 472,550	\$ 342,883	\$ -	\$ -	
		\$ 19,940,635	\$ 6,584,008	\$ 5,761,129	\$ 3,223,263	\$ 2,865,259	\$ 2,208,455	\$ 1,101,617	\$ 1,002,925	\$ 907,577	\$ 810,292	\$ 710,003	\$ 611,062	\$ 472,550	\$ 342,883	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 978,214	\$ 584,243	\$ 684,243	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 54,217	\$ 104,180	\$ 111,716	\$ 109,911	\$ 102,716	\$ 126,678	\$ 109,279	\$ 99,301	\$ 89,635	\$ 79,748	\$ 69,515	\$ 59,275	\$ 44,955	\$ 30,610	\$ -	\$ -	
		\$ 1,032,431	\$ 688,422	\$ 795,959	\$ 309,911	\$ 102,716	\$ 126,678	\$ 109,279	\$ 99,301	\$ 89,635	\$ 79,748	\$ 69,515	\$ 59,275	\$ 44,955	\$ 30,610	\$ -	\$ -	\$ -
		\$ -	\$ 5,098,403	\$ 500,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 543,247	\$ 386,213	\$ 400,154	\$ 416,391	\$ 433,396	\$ 479,674	\$ 505,099	\$ 523,412	\$ 471,697	\$ -
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ -	\$ 19,625	\$ 24,818	\$ 21,678	\$ 9,069	\$ -	\$ 2,653	\$ 2,642	\$ 2,664	\$ 2,721	\$ 2,829	\$ 3,114	\$ 3,465	\$ 4,886	\$ -	\$ -	
		\$ -	\$ 5,118,028	\$ 524,818	\$ 271,678	\$ 9,069	\$ -	\$ 545,900	\$ 388,855	\$ 402,818	\$ 419,112	\$ 436,225	\$ 482,788	\$ 508,564	\$ 528,298	\$ 471,697	\$ -	\$ -
		\$ 20,450,517	\$ 11,250,109	\$ 6,133,048	\$ 2,870,941	\$ 2,066,667	\$ 1,123,333	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -
		\$ 588,220	\$ 1,140,350	\$ 1,148,858	\$ 1,133,910	\$ 1,110,377	\$ 1,406,683	\$ 1,218,091	\$ 1,109,387	\$ 1,004,433	\$ 897,415	\$ 787,192	\$ 678,783	\$ 576,425	\$ 384,802	\$ -	\$ -	\$ -
21	Muni MMX O&M	\$ 21,038,737	\$ 12,390,458	\$ 7,281,905	\$ 4,004,851	\$ 3,177,044	\$ 2,530,016	\$ 1,831,318	\$ 1,568,368	\$ 1,480,109	\$ 1,392,517	\$ 1,302,638	\$ 1,249,122	\$ 1,118,587	\$ 992,143	\$ 498,330	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22B	Total Facilities	\$ 20,450,517	\$ 11,250,109	\$ 6,133,048	\$ 2,870,941	\$ 2,066,667	\$ 1,123,333	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -
		\$ 588,220	\$ 1,140,350	\$ 1,148,858	\$ 1,133,910	\$ 1,110,377	\$ 1,406,683	\$ 1,218,091	\$ 1,109,387	\$ 1,004,433	\$ 897,415	\$ 787,192	\$ 678,783	\$ 576,425	\$ 384,802	\$ -	\$ -	\$ -
		\$ 21,038,737	\$ 12,390,458	\$ 7,281,905	\$ 4,004,851	\$ 3,177,044	\$ 2,530,016	\$ 1,831,318	\$ 1,568,368	\$ 1,480,109	\$ 1,392,517	\$ 1,302,638	\$ 1,249,122	\$ 1,118,587	\$ 992,143	\$ 498,330	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22M	Total Facilities	\$ 62,050	\$ -	\$ -	\$ 1,000,000	\$ 1,700,000	\$ -	\$ 377,288	\$ 280,277	\$ 289,828	\$ 301,970	\$ 314,755	\$ 348,951	\$ 368,126	\$ 381,809	\$ 325,706	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ 8,003	\$ -	\$ 2,820	\$ 2,781	\$ 2,748	\$ 2,842	\$ 2,761	\$ 2,842	\$ 3,122	\$ 3,517	\$ 5,066	\$ -	
		\$ 62,050	\$ -	\$ -	\$ 1,000,000	\$ 1,708,003	\$ -	\$ 380,108	\$ 283,058	\$ 292,576	\$ 304,731	\$ 317,596	\$ 352,073	\$ 371,643	\$ 386,874	\$ 325,706	\$ -	
		\$ 55,008,536	\$ 5,409,914	\$ 19,500,512	\$ 9,660,771	\$ 8,950,165	\$ 7,587,435	\$ 9,709,251	\$ 10,114,530	\$ 10,510,213	\$ 10,958,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ 4,948,587	\$ -	\$ -	
22P	Guideways-MUNI	\$ 527,843	\$ 702,533	\$ 1,037,651	\$ 1,040,839	\$ 1,027,408	\$ 1,269,625	\$ 1,181,378	\$ 1,176,110	\$ 1,186,066	\$ 1,211,089	\$ 1,258,972	\$ 1,359,161	\$ 1,429,985	\$ 1,252,918	\$ -	\$ -	
		\$ 55,536,379	\$ 6,112,447	\$ 20,538,164	\$ 10,701,611	\$ 9,977,574	\$ 8,857,060	\$ 10,890,629	\$ 11,290,640	\$ 11,696,279	\$ 12,169,861	\$ 12,668,519	\$ 13,518,816	\$ 13,248,063	\$ 6,201,505	\$ -	\$ -	
		\$ 5,358,134	\$ 2,055,971	\$ 2,825,000	\$ 2,075,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 149,145	\$ 297,035	\$ 345,111	\$ 389,734	\$ 373,041	\$ 460,419	\$ 397,562	\$ 361,702	\$ 327,025	\$ 291,610	\$ 255,050	\$ 218,795	\$ 168,060	\$ 119,353	\$ -	\$ -	
22Q	Guideways-Caltrain	\$ 5,507,280	\$ 2,353,005	\$ 3,170,111	\$ 2,464,734	\$ 623,041	\$ 460,419	\$ 397,562	\$ 361,702	\$ 327,025	\$ 291,610	\$ 255,050	\$ 218,795	\$ 168,060	\$ 119,353	\$ -	\$ -	
		\$ -	\$ 11,234,026	\$ 13,713,006	\$ -	\$ -	\$ -	\$ 1,185,477	\$ 1,236,242	\$ 1,259,304	\$ 1,215,901	\$ 1,265,537	\$ 1,400,649	\$ 1,476,199	\$ 403,178	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ 184,332	\$ 187,972	\$ 174,907	\$ 174,128	\$ 174,380	\$ 172,026	\$ 171,951	\$ 180,321	\$ 191,137	\$ 156,482	\$ -	\$ -	
		\$ -	\$ 11,234,026	\$ 13,982,794	\$ 225,348	\$ 184,332	\$ 187,972	\$ 1,360,384	\$ 1,410,370	\$ 1,433,685	\$ 1,387,927	\$ 1,437,488	\$ 1,580,970	\$ 1,667,336	\$ 559,660	\$ -	\$ -	
22U	Total Facilities	\$ 60,428,720	\$ 18,699,910	\$ 36,038,518	\$ 12,735,771	\$ 10,900,165	\$ 7,587,435	\$ 11,272,016	\$ 11,631,049	\$ 12,059,345	\$ 12,476,643	\$ 12,989,839	\$ 13,909,254	\$ 13,662,404	\$ 5,733,573	\$ 325,706	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Draft 2019 Prop K Strategic Plan Attachment 3. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns: EP No., EP Line Item, FY2018/19, FY2019/20, FY2020/21, FY2021/22, FY2022/23, FY2023/24, FY2024/25, FY2025/26, FY2026/27, FY2027/28, FY2028/29, FY2029/30, FY2030/31, FY2031/32, FY2032/33, FY2033/34

Memorandum

Date: October 31, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 11/13/18 Board Meeting: Adopt the 2019 Prop K Strategic Plan

RECOMMENDATION Information Action

- Adopt the 2019 Prop K Strategic Plan.

SUMMARY

At its May 22, 2018 meeting, the Transportation Authority Board adopted the 2019 Prop K Strategic Plan Baseline, which established how much Prop K is projected to be available by fiscal year for each Expenditure Plan category through the end of the 30-year Expenditure Plan period (March 2034). The baseline incorporated actual revenues and expenditures since the 2014 Strategic Plan, updated revenue projections, and made minor revisions to the Strategic Plan policies. It also included revising programming and cash flow assumptions for the major capital projects and the paratransit operations categories which do not have a 5-Year Prioritization Program (5YYP) requirement. On October 16, the Board approved the first ten 5YPPs for the programmatic (i.e., non-project specific) categories on their first read. This month, we are presenting the remaining eighteen 5YPPs for adoption as a separate item on this agenda. Assuming adoption of the remaining 5YPPs, we are seeking adoption of the 2019 Strategic Plan as the final step of the 2019 Strategic Plan and 5YPP update. We estimate \$2,540.3 million in total funds available for projects over the 30-year Expenditure Plan period, \$10.7 million higher than what was adopted in the 2014 Strategic Plan. This is the net result of lower than anticipated financing costs due to slower expenditures which offset a modest decrease (\$50 million) in revenues and the significant advancement of funds primarily to support fund exchanges for Central Subway and light rail vehicles, as described in the 5YPP item. In the 2019 Strategic Plan we estimate a total long-term debt need of \$718 million, resulting in a 1% increase in financing costs as a percentage of total funds available when compared to the 2014 Strategic Plan (up from \$296 million to \$322 million) and a 1.5% increase when compared to the 2019 Strategic Plan Baseline (up from \$277.7 million).

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

DISCUSSION**Background.**

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

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K. We last updated the 5YPPs in 2014, which identified projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19).

In May 2018 the Transportation Authority Board adopted the 2019 Strategic Plan Baseline. The baseline updated the three components of the Strategic Plan: policies, revenues, and expenditures. The 2019 Strategic Plan policies included minor updates for clarity purposes and are structured around the Strategic Plan's guiding principles to optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize cost effectiveness of financing.

2019 Prop K Strategic Plan.

We are not proposing any changes to the policies or revenue projections that were adopted in the Strategic Plan Baseline. We are recommending changes to the proposed programming and reimbursement schedules for projects, consistent the 2019 5YPPs, which impacts the amount of financing assumed in the Strategic Plan. The attached presentation provides an overview of the 2019 Strategic Plan. Attachments 2 and 3 reflect the programming and reimbursement schedules from the 2019 5YPPs, and show the amount of Prop K funds available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034.

Highlights of the 2019 Strategic Plan are also provided below.

Revenues: As presented in the baseline, Prop K sales tax revenue, when compared with the 2014 Strategic Plan, are estimated to be about 1% or \$47.7 million lower over the 30-year Expenditure Plan, for a total of \$3.30 billion versus the \$3.35 billion in the 2014 Strategic Plan.

Funds Available for Projects: Despite lower revenues, funds available to projects is about the same as in the 2014 Strategic Plan (\$2.54 billion vs. \$2.53 billion, about \$10 million), due to our lowering of the capital reserve as we move closer to the end of the 30-year expenditure plan period.

Financing Costs: In the 2019 Strategic Plan, we estimate a total long-term debt need of \$718 million, including the revenue bond we issued last year. Estimated financing costs for the entire Prop K Expenditure Plan period are \$322 million, slightly higher than the \$296 million that was anticipated in

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the 2014 Strategic Plan and an increase of about 1% of funds available to the capital program. This is a slight reversal in the long trend of financing costs dropping with each subsequent Strategic Plan update. This modest uptick in projected financing is primarily the result of advancing funds from the outyears to support the potential for accelerated delivery of Muni's light rail vehicles and to support \$20 million in fund exchanges to reduce our longstanding commitment of Regional Improvement Program funds and help meet the cash flow needs for the Central Subway. There is also more modest advancing of funds in the bicycle, pedestrian, and traffic calming projects over the next five years in support of Vision Zero.

It is important to note that the Strategic Plan uses conservative assumptions for financing cost to ensure we have sufficient funds to cover project needs and debt service costs. We fully expect actual financing costs to be significantly lower as allocations and reimbursements typically happen at a slower pace than project sponsors propose at the time of programming.

Projects: The 2019 Strategic Plan incorporates programming and reimbursement schedules as adopted or proposed in the 2019 5YPPs. Through this update we continue supporting the delivery of important transportation improvements such as the replacement of the entire Muni rubber and light rail vehicle (LRV) fleet. We have been able to provide the last \$5 million to fully fund San Francisco's \$80 million commitment to the Caltrain Electrification project, provide \$20 million to reduce our Regional Improvement Program commitment to Central Subway, fund pedestrian and bicycle safety improvements in support of Vision Zero, replenish funding for Cycle 2 of the Neighborhood Transportation Improvement Program, and continuing to support the city's street resurfacing program, among others.

Next Steps.

Following adoption of the 2019 Strategic Plan, we will publish the final Strategic Plan document, which along with the 2019 5YPPs, will guide allocations of Prop K funds for the next 5 years.

FINANCIAL IMPACT

The Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Adoption of the Strategic Plan and the 5YPPs programs funds to specific projects by fiscal year. There is no impact of the recommended action on the agency's adopted Fiscal Year 2018/19 budget since actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2019 Strategic Plan Presentation

Attachment 2 – Programming Financing Costs by Expenditure Plan Line Item (YOE \$s)

Attachment 3 – Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)



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RESOLUTION ADOPTING THE FINAL FREEWAY CORRIDOR MANAGEMENT STUDY PHASE 2 REPORT, AUTHORIZE THE EXECUTIVE DIRECTOR TO AMEND COOPERATIVE AGREEMENT NO. 04-2647 WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE U.S. 101/I-280 MANAGED LANES FOR AN ADDITIONAL \$152,000 IN A TOTAL AMOUNT NOT TO EXCEED \$227,000, AND APPROVE A PROP K/LOCAL PARTNERSHIP PROGRAM FUND EXCHANGE FOR THE U.S. 101/I-280 MANAGED LANES PROJECT

WHEREAS, The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors; and

WHEREAS, The San Francisco Freeway Corridor Management Study (FCMS) is a performance-based assessment of strategies that is focused on producing near and mid-term recommendations for implementation in the next five to ten years; and

WHEREAS, The FCMS has two phases, and Phase 1 set the foundation for the technical analysis in Phase 2; and

WHEREAS, Phase 1 proposed a goals-based evaluation framework for the subsequent technical analysis, and identified the range of potential freeway management strategies to be analyzed; and

WHEREAS, Phase 2 involved the performance-based technical analysis of three operational scenarios and a no-build scenario, and produced a recommended freeway corridor management strategy and implementation plan; and

WHEREAS, Phase 2 results in a staff recommendation of High Occupancy Toll Lane with 3 or more persons (HOT3+) for further study as summarized in the enclosed final report; and

WHEREAS, In December 2017, through Resolution 18-25, the Transportation Authority



Board unanimously approved the appropriation of \$200,000 in Prop K sales tax funds to fund the next phase of the U.S. 101/I-280 Managed Lanes project, which will produce of the Project Study Report/Project Development Support (PSR/PDS) report as required by the California Department of Transportation (Caltrans) for projects that affect the state highway system; and

WHEREAS, In order to advance the project, Cooperative Agreement No. 04-2647 must be executed with Caltrans; and

WHEREAS, Cooperative Agreement No. 04-2647 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project; and

WHEREAS, The Transportation Authority is responsible for all project costs, including preparation of the PSR/PDS report, and reimbursement to Caltrans for review and approval of the PSR/PDS; and

WHEREAS, Budget for services identified in this agreement will be provided by Prop K sales tax funds appropriated through Resolution 18-25, \$500,000 in Congestion Management Agency planning funds, and an additional \$750,000 in Measure A transportation sales tax funds provided through a funding agreement with San Mateo County Transportation Authority (SMCTA); and

WHEREAS, Sufficient funds for Fiscal Year 2018/19 project activities are included in the proposed Fiscal Year 2018/19 budget; and

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, a transportation funding package of more than \$50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, the CTC adopted program guidelines that allocate 50% of the program (\$100 million annually) through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or fees; and

WHEREAS, Transportation Authority administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On December 6, 2017 the CTC adopted LPP Formulaic Program formula share distributions for Fiscal Years (FYs) 2017/18 and 2018/19 and the Transportation Authority's share is estimated to be \$4.189 million (\$2.106 in FY 2017/18 and \$2.083 in FY 2018/19); and

WHEREAS, Transportation Authority staff identified SFPW's street resurfacing projects shown in Attachment 1 as good candidates for LPP funding given the steady pipeline of construction ready projects, the size of the projects being a good match with the anticipated size of the Transportation Authority's LPP formula shares, and sufficient Prop K to provide the dollar for dollar local match requirement; and

WHEREAS, On October 24, 2018, the Transportation Authority's Citizens Advisory Committee was briefed on the Phase 2 Report, the Co-operative Agreement, and the Funding Exchange, and adopted a motion of support for these three actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Final Freeway Corridor Management Study Phase 2 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 Transportation Authority authorizes the Executive Director to



approve an amendment to Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes project in the County of San Francisco and part of San Mateo County for an additional amount of \$152,000 and a total amount not to exceed \$227,000; and be it further

RESOLVED, That the Transportation Authority approves a Prop K/Local Partnership Program Fund Exchange of up to \$4.1 million in Prop K funds for the U.S. 101/I-280 Managed Lanes Project.

Attachment:

1. Prop K/LPP Fund Swap Details

Enclosure:

Freeway Corridor Management Study Phase 2 Draft Report

Attachment 1. Prop K/Local Partnership Program (LPP) Fund Exchange

Table 1. Status of LPP Formulaic Programming for San Francisco Public Works' Street Resurfacing Projects as of October 18, 2018

Project Name	Programming Year	Status	Total LPP Amount	Cumulative LPP Amount
Parkmerced/Twin Peaks/Mt Davidson Manor Residential Street Resurfacing	FY17/18	Allocated	\$ 2,106,000	\$ 2,106,000
Alemany Blvd Pavement Renovation	FY18/19	Programmed ¹	\$ 1,750,000	\$ 3,856,000
Sunset and Parkside Residential Streets Pavement Renovation	FY19/20	Programmed	\$ 2,340,000 ²	\$ 6,196,000
Total			\$ 6,196,000	

¹ Allocation request is awaiting California Transportation Commission action at its December 5-6, 2018 meeting.

² Of the total amount, \$333,000 correspond to Cycle 1 funds that were reprogrammed from the Alemany Blvd Pavement Renovation project.

Table 2. Proposed Fund Exchange Scenarios¹

Scenario	SFPW Street Resurfacing LPP Funds	SFCTA US101/I280 Managed Lanes Prop K Funds ²	Notes
Scenario 1 Prop 6 fails, SB 1 revenues remain SFPW retains all LPP funds	\$6,196,000	\$4,100,000	
Scenario 2 Prop 6 passes, SB 1 revenues are repealed and SFPW retains first two years LPP funds	\$4,189,000 ³	\$2,500,000	Staff would seek amendment of the Street Resurfacing 5YPP to advance \$2.0 million to fully fund the Sunset/Parkside project.
Scenario 3 Prop 6 passes, SB 1 revenues are repealed and SFPW only retains first year LPP funds	\$2,106,000	\$1,200,000	Staff would seek amendment of the Street Resurfacing 5YPP to advance \$4.6 million to fully fund Alemany and Sunset/Parkside.

¹ Acronyms include: 5YPP – Prop K 5-Year Prioritization Program, LPP – Local Partnership Program, SB 1 – Senate Bill 1, SFCTA – San Francisco County Transportation Authority, and SFPW – San Francisco Public Works

² Should the Transportation Authority Board approve the fund exchange, we anticipate returning to the Board in January 2019 to amend the Prop K Strategic Plan and the Street Resurfacing 5YPP to program the Prop K funds to the US101/I280 Managed Lanes – Fund Exchange project, concurrent with seeking allocation of those funds.

³ This amount includes \$333,000 in Cycle 1 funds that are currently programmed to the Sunset/Parkside Pavement Renovation project.



Memorandum

Date: October 31, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 11/13/18 Board Meeting: Adopt the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange for the U.S. 101/I-280 Managed Lanes Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt the Final Freeway Corridor Management Study (FCMS) Phase 2 Report • Approve an Amendment to Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes project in the County of San Francisco and part of San Mateo County for an additional amount of \$152,000 and a Total Amount Not to Exceed of \$227,000 • Approve a Prop K/Local Partnership Program (LPP) Fund Exchange of up to \$4.1 million in Prop K funds for the U.S. 101/I-280 Managed Lanes Project <p>SUMMARY</p> <p>We last brought an update on our San Francisco managed lanes planning work in April 2018, focusing on potential physical and operational alternatives and their preliminary results. We have completed additional analysis as requested by the Board and are ready to present final results and recommendations. We are also requesting Board approval to amend an existing Cooperative Agreement with Caltrans to continue the current Project Initiation Document (PID) phase effort, as well as approval of a fund exchange with San Francisco Public Works (SFPW) of up to \$4.1 million in Prop K funds with Senate Bill 1 (SB 1) LPP program funds that we programmed to SFPW street resurfacing projects. The fund exchange would support future preliminary engineering and technical studies including robust traffic and equity analyses for the U.S. 101/I-280 Managed Lanes project. The exchange is an “up to” amount since Prop 6 is on the November 6 ballot and, if it passes, would repeal SB 1 revenues, including the state gas tax.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" 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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The FCMS (or Study) is a high-level feasibility study and assessment of freeway management strategies for improving travel time and reliability for travelers on U.S. 101 and I-280 in San Francisco. The Study is focused on producing near and mid-term recommendations for implementation in the next five to ten years. The need for the Study was identified in the 2013 San Francisco Transportation Plan, which forecasts a continued increase in demand for travel by San Francisco residents, visitors, and workers to and from Downtown and the Eastern Neighborhoods, as well as the Peninsula and South Bay. Introducing active transportation management strategies to existing freeways can help move both current and future travelers in the corridor more reliably and efficiently. Recognizing this, the Board adopted the FCMS Phase 1 report in January of 2015. Phase 1 established the study's purpose and need and goals framework centering on the need for increased person-throughput and reliability, while utilizing the existing right of way and minimizing impacts to local communities. The Phase 1 report also identified a range of strategies for performance-based assessment in Phase 2.

Carpool lanes are already in operation on U.S. 101 from Morgan Hill to Redwood City, covering about 42 miles along the Peninsula, primarily in Santa Clara County. Caltrans and San Mateo County are currently in the environmental assessment phase of a project to extend managed lanes on U.S. 101 from Redwood City to the I-380/U.S. 101 interchange, approximately 14 miles. We are collaborating with the San Mateo City and County Association of Governments (C/CAG) and the San Mateo County Transportation Authority (SMCTA) to study managed lanes north of I-380 on U.S. 101 in San Mateo county and into San Francisco and have participated in the 3-county Caltrans corridor study for the U.S. 101 corridor from Santa Clara to San Francisco.

Alternatives.

A detailed description of the study alternatives initially presented at the April 2018 Board meeting, including physical description and potential operational policies, is included as Attachment 1.

In summary, the four alternatives evaluated for a 2020 timeframe were:

- No Build, where the configuration of freeways remains as it is today. This serves as a point of comparison for the following three build scenarios.
- High Occupancy Vehicle (HOV) with a two-person minimum requirement (HOV2+).
- HOV with a three-person minimum requirement (HOV3+).
- Express Lane with a three-person minimum requirement to access the lane at no cost and a demand based, variable toll for others to access the lane (High Occupancy toll or HOT3+).

In response to concerns voiced by Board members in April 2018 and in pursuit of the City's Transit First policies, improvements and additions to Muni and SamTrans service were included in all build scenarios. Muni service includes an enhancement to the 8BX service to run all day and take advantage of the lanes within San Francisco, as well as the addition of the Hunters Point Express and Candlestick Express service, currently planned to come online as development in each neighborhood proceeds, thereby serving both new and existing residents. Improved SamTrans service is based on the early findings of the in-progress U.S. 101 Express Bus Feasibility Study, and was modeled to include eight new express routes that serve both San Mateo County resident trips to San Francisco and San Francisco trips to job centers in San Mateo County.

Feasibility Analysis Results.

Details of the analysis methodology and results are included in Attachment 1. A summary by alternative follows.

No Build Scenario

Under the No-Build scenario (year 2020), congestion continues to get worse, with some bottlenecks resulting in an additional 2 to 5 minutes of travel time over existing conditions, doubling existing delays. Despite this, there remains no incentive to use transit or carpool in the corridor, as both buses and carpools remain subject to these increasing delays.

HOV2+ Scenario

In the HOV2+ Scenario, analysis results indicate that the carpool lane will be congested (especially when average 20% occupancy violation rates are included) between the U.S. 101/I-380 interchange and downtown San Francisco compared to the No-Build scenario. In the general purpose lanes, delays increase by about two to three minutes in both the morning and evening in all directions except northbound in the a.m. peak hour, where travel times decrease by about two minutes. The HOV2+ Scenario has the least potential for growth in carpools and transit use since it will likely be full at the outset and is also not compatible with how the SM-101 Managed Lane will be operated, which could cause adverse operational impacts and enforcement challenges with going from 3+ to 2+. Additionally, the Transportation Authority Board also expressed a preference to avoid use of the lanes by Transportation Network Companies or TNCs (e.g., Uber and Lyft) that included only a driver and one passenger, a situation that would be legal under this policy.

HOV3+ Scenario

In the HOV3+ Scenario, initial analysis results indicate that the carpool lane will be free flowing and well under capacity, saving travelers in those lanes between 4 and 9 minutes between the U.S. 101/I-380 interchange and downtown San Francisco compared to the No-Build scenario. The carpool lane provides an incentive to use transit and carpool, however with fewer 3+ person carpools forming under this scenario than there is lane capacity in the carpool lane, the remaining general purpose lanes remain significantly congested, thus moving fewer vehicles and people overall. In the general purpose lanes, delays increase by about 6 to 14 minutes in both the morning and evening in all directions except northbound in the a.m. peak hour, where travel times decrease by about two minutes.

HOT3+ Scenario

In the HOT3+ Scenario, analysis results indicate that the Express Lane will be free-flowing, saving travelers in those lanes between 4 and 9 minutes between the U.S. 101/I-380 interchange and downtown San Francisco compared to the No-Build scenario, and can be actively managed through adjustments to pricing to maintain vehicle throughput just below capacity. In the general purpose lanes, delays increase by about 2 minutes in the northbound direction in the evening and 4 minutes in the southbound direction in the morning, while saving general purpose lane users about 3 minutes in both the northbound direction in the morning and the southbound direction in the evening.

Additional Policy Considerations

In addition to the transportation performance results of this feasibility analysis, regional policy conversations and consistency of driver experience factors also point to the need to look more critically at an HOV2+ scenario. The two existing carpool facilities into and out of San Francisco, the Bay Bridge and Golden Gate Bridge, both require 3 person or more carpools today. Additionally, Caltrans and MTC are currently leading an effort to increase the carpool occupancy requirement on

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I-880, CA 237, and U.S. 101 in Alameda and Santa Clara counties to 3+ under an Express Lane Scenario, and San Mateo County's preferred alternative for implementation of Express Lanes on U.S. 101 as far north as I-380 is also 3+ occupancy. Adopting a different occupancy policy along a single corridor or connected facility could create significant driver confusion, traffic operations, and occupancy enforcement difficulties.

Feasibility Study Recommendations.

HOT3+ is the recommended option for further analysis because it strikes the best balance amongst various factors (time savings incentives, opportunities to increase transit ridership and ridesharing, and the impact on the general purpose lanes) while advancing the goals of this study, and warrants more detailed evaluation in subsequent project phases. HOV3+ creates substantial additional congestion in the corridor, reduces person throughput, and HOV2+ is inconsistent with regional and corridor policy and will likely not achieve the outcomes calculated by this feasibility analysis in real-world conditions (for example, given some additional percentage of "cheaters" in the carpool lane). We recommend not advancing HOV2+ and HOV3+ scenarios for further study.

Outreach.

The study team has met with numerous community, advocacy, and business groups to introduce and hear feedback on the concept of a freeway management strategy in San Francisco, including the potential for Express Lanes. At this feasibility phase of the project, the outreach strategy was focused on educating stakeholders about the project and the concepts under evaluation while collecting questions and concerns that are important to community members. These included concerns about socio-economic equity, the potential for diversions, and adequacy of transit options in the affected corridors. As a result of Board and community feedback, project staff propose to conduct more detailed equity analyses and multimodal traffic studies, and include additional improvements to transit as priorities should the study move into subsequent phases of environmental review and design.

In addition to public outreach, in October, Transportation Authority staff and Board members together with staff and leaders from San Mateo county, participated in a study tour of a HOT lane facility in Los Angeles operated by Metro, Los Angeles County's Congestion Management Agency. This was followed by a roundtable discussion on equity and pricing with Metro leadership and staff as well as a university researcher in the field. Metro staff were able to provide valuable information about the planning, development, and operation of a freeway management program, particularly including strategies and policies to address concerns of low-income travelers. Learnings from this visit will inform our proposed equity analysis in the next phase of work.

Caltrans Cooperative Agreement Amendment.

The Transportation Authority entered into a limited Cooperative agreement with Caltrans for up to \$75,000 in July 2018, for reimbursement of their services in the PID phase. The total cost of Caltrans services is \$227,000. At this time, we would like to amend this agreement for the full amount to reimburse Caltrans for their services during this phase of the project.

Cooperative Agreement No. 04-2647 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the U.S. 101/I-280 Managed Lanes project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. The culmination of this phase of work will be approval of the PID document, namely a Project Study Report/Project Development Support (PSR/PDS), and hence approval to move into the environmental clearance phase. The Transportation Authority is responsible for preparation of the PSR/PDS and reimbursement to Caltrans for staff review time.

Project costs will be shared between the Transportation Authority and the SMCTA. The SMCTA is covering the costs associated with the portion of the project that is in San Mateo county extending from the U.S. 101/I-380 interchange near San Francisco International Airport to the San Francisco county line.

The overall project budget for the current PID phase of work is \$1,450,000. We have secured full funding for this phase including \$200,000 from Prop K, \$500,000 in Congestion Management Agency (CMA) planning funds, and an additional \$750,000 in Measure A transportation sales tax funds provided through a funding agreement with SMCTA.

Prop K/Local Partnership Program Fund Exchange.

In December 2017 the Transportation Authority Board approved \$6 million in LPP Formulaic Program funds for SFPW's street resurfacing projects, but deferred action on a proposed fund exchange of \$4.1 million in Prop K funds for the US101/I-280 Managed Lanes project. As administrator of the Prop K sales tax program, we receive about \$2.1 million annually from the LPP Formulaic Program, which was established by SB 1 in 2017. This \$6 million covers the first three years of the LPP and programming is subject to approval by the California Transportation Commission (CTC).

Concurrent with seeking approval of the project feasibility study, we are now seeking approval of the Prop K/LPP fund exchange to enable preliminary engineering and an equity analysis of the proposed Project. Given the uncertainty created by Prop 6, which would repeal the SB 1 revenues that fund the LPP, we have developed, together with SFPW, three scenarios for the fund exchange described in Attachment 2. The amount available for the managed lanes project ranges from \$4.1 million to \$1.2 million depending on whether Prop 6 fails (in which case \$4.1 million will be available for the project) or if it passes, how much of the \$6 million SFPW will retain. If Prop 6 passes, we will seek Board approval to advance Prop K street resurfacing funds to ensure that the three street resurfacing projects SFPW plans to fund with the \$6 million in LPP funds are fully funded.

Next Steps.

As noted above, we have started development of the Caltrans scoping document (PID) and anticipate completing this phase of work by Spring of 2019. Subsequent phases of the project include development of a full program of multimodal system and demand management strategies, including increased transit service, low-income assistance programs, ride matching, hours of operation, and many other policies to be paired with any potential implementation of the physical components currently under investigation. Additional policy considerations beyond occupancy for the managed lane that need to be considered before implementing this project could include statewide or even national policies pertaining to lane conversion of general purpose lanes to managed lanes, local or regional policies around private shuttle use of managed lanes, and local San Francisco policy around TNC use of managed lanes.

Should the Board approve the fund exchange described above, we will return to the Board in early 2019 to program and allocate the funds to the Project. We will also seek collaboration and matching contributions for next phase work from private employers, similar to San Mateo's approach. This funding will allow the project team to conduct the environmental document-level traffic analysis for the range of alternatives resulting from the PID phase, as well as conduct a robust equity analysis to determine the extent of low-income traveler impacts and how these can be mitigated.

In addition, future phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridors Program, which names the U.S.

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101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named targeted corridors in the enabling legislation, as well as Regional Measure 3 bridge tolls since the project is part of a regional network of Express Lanes prioritized by the MTC.

FINANCIAL IMPACT

Budget for services identified in Cooperative Agreement No. 04-2647 will be provided for by Prop K sales tax funds appropriated in December 2017 through Resolution 18-25, federal CMA planning funds, and Measure A sales tax funds from SMCTA. Amounts corresponding to this year's anticipated expenditures are included in the Transportation Authority's adopted Fiscal Year 2018/19 budget.

CAC POSITION

The CAC considered this item at its October 24, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Alternatives Description and Analysis Result Details

Attachment 2 – Prop K/LPP Fund Swap Details

Enclosure – Freeway Corridor Management Study Phase 2 Draft Final Report

Attachment 1.

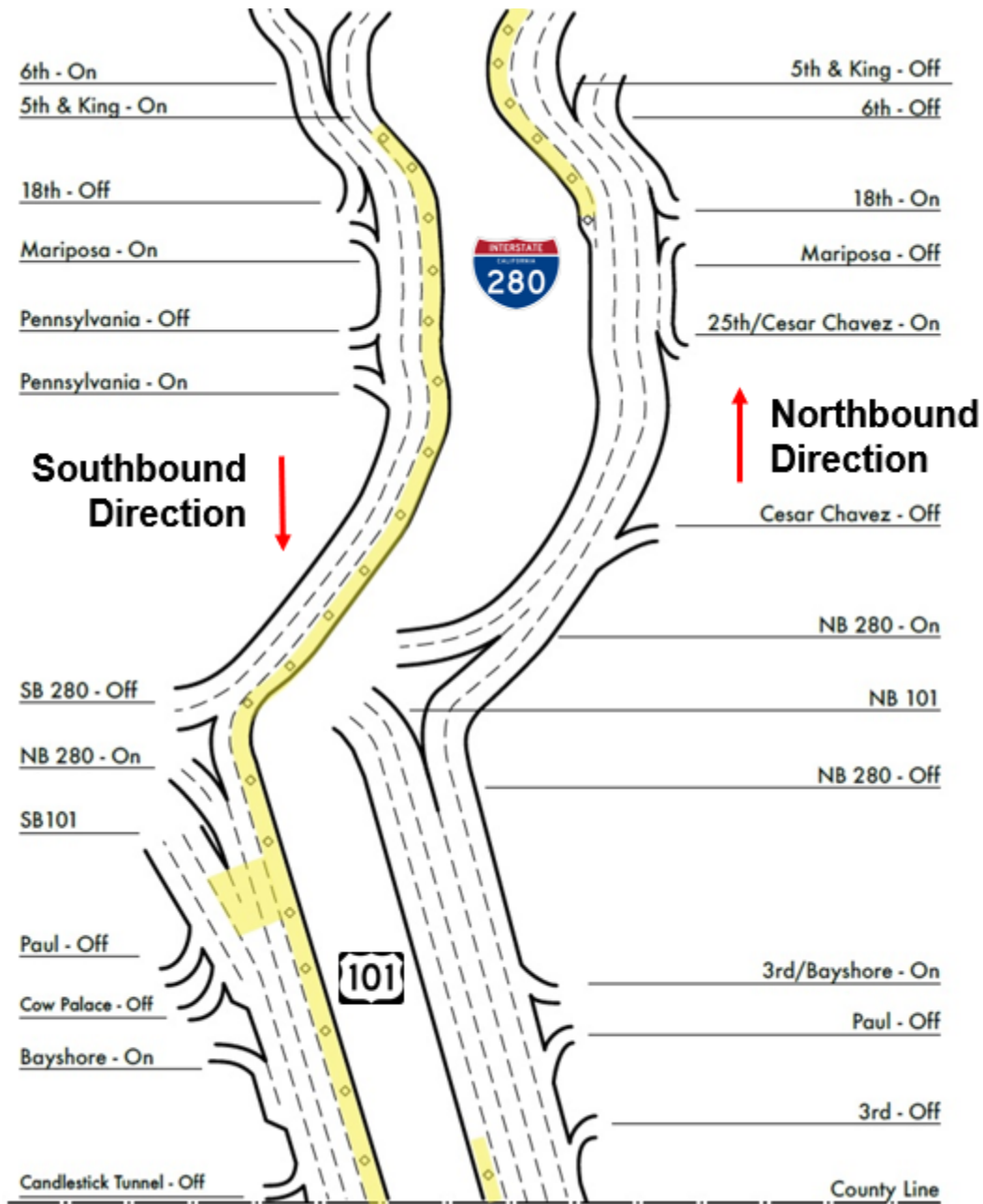
Alternatives:

The FCMS study is exploring options for dedicating a lane on portions of US 101 and I-280 for High-Occupancy Vehicles (carpools and transit). Consistent with other carpool lanes in the Bay Area, these lanes could have minimum occupancy requirements of either two or three persons. If deemed necessary, price management in the form of Express Lanes, also known as High Occupancy/Toll (HOT) lanes, could be used with either of these configurations. Express Lanes could provide the right tool to achieve a balance of traffic that gives buses, carpoolers, and other vehicles in the lane faster travel time and reliability without adding significant delay to the remaining general-purpose lanes. Express Lanes can give people a choice to get where they need to go faster and more reliably, with the price to enter for non-carpools determined by demand. Eligible carpools and buses would access the lane at no cost.

The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and has determined that one potential feasible configuration could entail the features described below:

- Southbound, the existing configuration of the I-280 and US 101 freeways allows for the creation of a continuous lane by restriping the existing freeway. A carpool or Express Lane could operate along I-280 between the intersection of 5th and King Streets and US 101, continuing through the interchange to US 101 into San Mateo County, covering a distance of about five miles.
- Headed northbound, because I-280 exits from the right side of Northbound US 101, any carpool or Express lanes entering San Francisco from San Mateo county will likely end at or near the county line. However, the Study identified an opportunity to provide priority for Northbound carpools and buses for approximately one mile along the I-280 headed into South of Market, from about 18th Street to 5th Street.

Figure 1 includes a lane diagram figure illustrating this concept.



The operational scenarios considered with this physical alternative include:

- No Build, where the configuration of freeways remains as it is today. This serves as a point of comparison for the following three build scenarios.
- High Occupancy Vehicle (HOV) with a two-person minimum requirement (HOV2+).
- HOV with a three-person minimum requirement (HOV3+).
- Express Lane with a three-person minimum requirement to access the lane at no cost and a demand based, variable toll for others to access the lane (HOT3+).

Alternatives Evaluation:

The analysis was performed by determining the demand for travel across all modes and routes in each scenario in the Transportation Authority's travel demand model, SF-CHAMP, and then applying these

demands to a high-level, morning and evening peak hour traffic model. This analysis provided information about travel times and delays for both carpool/Express Lane users and non-users, estimates of the change in number of people moved through the corridor, and city/area-wide metrics like overall vehicle miles traveled and air quality impacts. The travel demand model does not take into account factors that may impact real world operation of a facility including potential violators, clean air vehicles, and variations in traffic volumes for special events.

Results of the operational analysis indicate technical feasibility of the proposed lane configuration (based on overall person throughput of the facility and level of delay to vehicles in general purpose lanes) under at least one of the three evaluated operational policies, and are summarized below and in Tables 1 and 2:

Under the No-Build scenario, congestion continues to get worse, with some bottlenecks resulting in an additional 2 to 5 minutes of travel time over existing conditions, doubling existing delays.

In all build scenarios for 2020, the model results show that the carpool or Express Lane will be free-flowing, saving travelers in those lanes between four and nine minutes between the I-380 interchange and down town San Francisco compared to the No-Build scenario. However, the impacts to the general purpose lanes and person throughput, or people moved in the corridor, would vary:

- HOV2+ increases delay to general purpose lane users by about two to three minutes in both the morning and evening in all directions except northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets increases by between 600 to 1900 travelers, depending on direction and time of day, an increase of 13% to 43%.
- HOV3+ increases delay to general purpose lane users by about six to 14 minutes in both the morning and evening in all directions except Northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets decreases in some times and directions as a result of significant new congestion, by between 500 and 1100 fewer travelers, or a reduction in 5% to 12%, while in other times person throughput increases by between 200 to 1600 travelers, an increase of 7% to 33%.
- HOT3+ increases delay to general purpose lane users by about two to four minutes in the northbound direction in the evening and southbound direction in the morning, while saving general purpose lane users about three minutes in the northbound direction in the morning and the southbound direction in the evening. Person throughput at Harney and Mariposa Streets increases by between 100 to 2200 travelers, depending on direction and time of day, an increase of 2% to 43%.

Table 1: Travel Time

Direction	Operational Scenario in 2020	AM Peak Hour		PM Peak Hour	
		GP Lane	Managed Lane	GP Lane	Managed Lane
Northbound I-380 to Downtown SF	No Build	24 minutes	-	20 minutes	-
	2-person carpool (HOV2+)	-2	-7	+3	-8
	3-person carpool (HOV3+)	-2	-7	+6	-9
	3-person carpool with option to buy into lane (HOT3+)	-3	-7	+2	-8
Southbound Downtown SF to I-380	No Build	17 minutes	-	15 minutes	-
	2-person carpool (HOV2+)	+2	-6	+2	-4
	3-person carpool (HOV3+)	+10	-6	+13	-4
	3-person carpool with option to buy into lane (HOT3+)	+4	-6	-3	-4

Table 2: Person Throughput

Segment	Screenline Location	Operational Scenario in 2020	AM	PM
US 101 NB	Between Harney Way off-ramp and Harney Way on-ramp (SF County Line)	2-person carpool (HOV2+)	+14%	+13%
		3-person carpool (HOV3+)	-12%	-9%
		3-person carpool with option to buy into lane (HOT3+)	+7%	+14%
US 101 SB	Between Bayshore Blvd on-ramp and Alana Way off-ramp (SF County Line)	2-person carpool (HOV2+)	+17%	+19%
		3-person carpool (HOV3+)	-5%	-8%
		3-person carpool with option to buy into lane (HOT3+)	+11%	+26%
I-280 NB	Between 18 th Street on-ramp and 6 th Street off-ramp	2-person carpool (HOV2+)	+40%	+18%
		3-person carpool (HOV3+)	+33%	+10%
		3-person carpool with option to buy into lane (HOT3+)	+24%	+8%
I-280 SB	Between 18 th Street off-ramp and 18 th Street on-ramp	2-person carpool (HOV2+)	+16%	+43%
		3-person carpool (HOV3+)	+7%	+19%
		3-person carpool with option to buy into lane (HOT3+)	+2%	+43%

RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO MSA DESIGN & CONSULTING, INC. IN AN AMOUNT NOT TO EXCEED \$420,000 FOR PLANNING AND TECHNICAL SERVICES FOR THE CONNECTSF STREETS AND FREEWAYS STUDY AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program, which is a multi-agency, collaborative, long-range planning process to build an effective, equitable, and sustainable transportation system for San Francisco's future; and

WHEREAS, Phase 1 of ConnectSF defined a 50-year vision for San Francisco's future that represents San Francisco's goals and aspirations as a city within the larger Bay Area; and

WHEREAS, Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision, including the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways Study (2018-19); and

WHEREAS, The Transportation Authority is seeking planning and technical services for the Streets and Freeways Study, which will identify a preferred future vision, combining urban design physical and operational concepts, for the network of major arterials and freeways within the city and will feed into the next countywide transportation plan update; and

WHEREAS, On August 30, 2018, the Transportation Authority issued a Request for Proposals (RFP) for planning and technical services; and



WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of September 28, 2018; and

WHEREAS, A selection panel comprised of staff from the SFMTA, Planning Department, and Transportation Authority reviewed the proposals based on the evaluation criteria and interviewed both firms on October 10, 2018; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranked firm of MSA Design & Consulting, Inc.; and

WHEREAS, The contract will be funded by federal Surface Transportation Program funds and a Prop K appropriation approved through Resolution 19-14; and

WHEREAS, The adopted Fiscal Year 2018/19 budget includes this year's activities and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 24, 2018 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 a two-year professional services contract to MSA Design & Consulting, Inc. in an amount not to exceed \$420,000 for planning and technical services for the ConnectSF Streets and Freeways Study; 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 collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program. Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision. Those efforts and the time frames in which they are anticipated to take place include: the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways Study (2018-19). The Streets and Freeways Study will identify a preferred future Vision, combining urban design physical and operational concepts, for the network of major arterials and freeways within San Francisco. Driven at all stages by the ConnectSF Vision, this Study will build off the Transportation Needs Assessment and Network Development, review and incorporate previous and ongoing studies, consider potential changes to regional and local travel patterns, and apply national and international best practices to arrive at the optimal long-range freeway footprint and overall roadway operational conditions.

Specific tasks include:

- 1) project management;
- 2) an inventory of major roadway corridor concepts from existing and in-progress plans;
- 3) development and refinement of project concepts (freeway and pricing focus);
- 4) development of citywide streets mission statements, incorporating street typologies and modal policy priorities;
- 5) development of analysis framework;
- 6) evaluation of concepts and concept packages;
- 7) creation of recommendations and draft and final reports;
- 8) implementation strategy (optional); and
- 9) outreach (for context only, a separate consultant has been procured).

The tasks are detailed below:

TASK 1 – Project Management

Management of overall project tasks, invoice preparation, coordination meetings and correspondence.

Deliverable(s):

1. *Monthly project reporting and invoices by task*
2. *Weekly progress and coordination conference calls*
3. *Up to two in-person staff working sessions per-month with the ConnectSF study team through June 2019*

TASK 2 – Inventory of Major Roadway Corridor Concepts from Existing and In-progress Plans

This effort will begin with taking inventory of existing and in-progress plans (e.g. Bicycle Strategy, Vision Zero Strategy, Freeway Corridor Management Study (FCMS), Railyard Alignment and Benefits (RAB) Study) and proposed long-range concepts impacting the major arterials and freeways.

This effort will include documenting State Highway Operation and Protection Program (SHOPP) and Transportation Asset Management Plan (TAMP) efforts, State of Good Repair (SOGR), and Resilience by Design projects, including follow up coordination with the California Department of Transportation (Caltrans) and City and County of San Francisco staff. All documented SHOPP

Attachment 1 Scope of Services

projects, proposed SOGR, and proposed Resilience by Design projects will be summarized from their existing sources. This effort will also include documenting in-progress Intelligent Transportation System planning efforts in San Francisco, and new City and State safety and operation standards updates.

Deliverable(s):

1. *Table detailing planned SHOPP, TAMP, and other applicable concepts, projects, policies and plans*

TASK 3 – Development and Refinement of Project Concepts – Freeway and Pricing Focus

The project team will develop a range of design concepts for changes to major arterials and freeways identified through the Transportation Network Development process (see above). Where reasonable, the project team will consider in-progress and planned major land changes that can be expected to significantly impact or be impacted by any long-range freeway and major roadway design concepts.

Project concepts for each of the following components will be developed and refined for 2050, considering the analysis completed in the Needs Assessment and Network Development components of the ConnectSF program. It is expected that the development and refinement of project concepts will take place in an iterative way, overlapping to ensure no more than a duration of a total of five months.

a. Freeway Improvements

- i. Interchanges and Ramps: Develop proposed interchange and ramp improvement project concepts including review and refinement of existing project concepts developed in previous and on-going studies.
- ii. New Underground Transportation Facilities: Develop up to three project concepts and rough order of magnitude per mile cost, for vehicle and potential multi-modal tunnel facilities within San Francisco. Potential project limits and potential land use development capture strategies to fund the transportation improvements will need to be considered. Project concepts need to be developed with consideration for on-going Transit Corridors Study work and pre-existing major transit studies.
- iii. Freeway Removal (optional): In association with the RAB Study or any successor studies generated from or with the Planning Department, the consultant will review and refine proposals for additional freeway removals (e.g. Central Freeway). If executed, this scope of work will occur in conjunction with Land Use plans.

b. Managed Lanes

- i. Freeways High-Occupancy Vehicle (HOV)/Express Lanes: Incorporate the concepts developed from the FCMS Phases 1 and 2, plus develop strategies for the remaining freeway segments and the San Francisco-Oakland Bay Bridge approach (in collaboration with the Metropolitan Transportation Commission (MTC)). Develop a concept definition(s), implementation prioritization and Operation and Maintenance (O&M) cost estimates, and policy and legislative prerequisites.
- ii. Local Streets and Roads HOV/High-Occupancy Toll (HOT): Develop a concept definition(s), implementation prioritization and O&M cost estimates,

Attachment 1 Scope of Services

and policy and legislative prerequisites for a network of surface street HOV/HOT lanes.

c. Pricing

- i. Downtown Cordon Pricing: Incorporate and update the project concepts from the 2010 Mobility, Access and Pricing Study, and work in conjunction with any new decongestion pricing projects developed by the Transportation Authority in the coming months.
- ii. Mobility as a Service (MaaS): Based on Treasure Island and District 10 MaaS work efforts, develop a proof of concept for a citywide service. This project concept relates to on-going work under the Transportation Authority's Emerging Mobility Services and Technology (EMST) and Treasure Island Mobility Management efforts and the SFMTA's Muni app development.
- iii. Trip Cap: Leveraging project concepts currently being developed in the District 10 Mobility Management Study, refine and extrapolate to a citywide trip cap project concept.
- iv. Road User Charge: Develop a project concept definition, implementation and O&M cost estimates, and a revenue estimate, and cite policy and legislative prerequisites.
- v. Parking: Synthesize project work developed in SFPark and the 2016 San Francisco Parking Supply and Utilization Study.

d. Goods Movement and Urban Deliveries White Paper

- i. What are the impacts of deliveries in San Francisco? Is there an impact to curb space availability? In conjunction with the scope of work outlined under Task 4.2, the consultant will support and work with the ConnectSF study team to deliver a short white paper outlining analysis of available data and questions for future study.

Deliverable(s):

1. *Memorandum with a collection of project fact sheets for each project concept, detailing the concepts and recommended policies, including supporting data, maps, and enough detail to describe the project, for ultimate submission in the SFTP and the Regional Transportation Plan/Sustainable Communities Strategy*

TASK 4 – Citywide Streets Mission Statements

As with Task 3, Task 4 will be completed by the consultant in association with the ConnectSF study team.

The citywide street typologies task is intended to inform design and policy priorities for roadways beyond major arterials and freeways. Ultimately, this task will develop a series of toolkits that accommodate the future 2050 mode split and develop the related mission statements for corridors defined in the Network Development. For example, a mission statement for a corridor could identify Franklin and Gough Streets as auto oriented streets, Van Ness Avenue as the transit street, and Polk Street as the bicycle and pedestrian oriented street. Additionally, where one street needs to fulfill all modal needs, the mission statement should address complete street ideas and identify pinch points or other issues. For example, Masonic Street between Fell Street and Geary Boulevard has complex design requirements because it needs to incorporate all modes of travel.

Attachment 1 Scope of Services

This task will consider and coordinate with the work of the standing multi-agency EMST and Travel Demand Management Working Groups to ensure that any new specific strategies developed as part of the mission statements, typologies and toolkits are consistent.

Task 4.1. Street Design

This task includes conducting an inventory of current San Francisco street classification systems and designations for streets and roads within the city, researching peer cities and their approach to typologies and street toolkits, and evaluating San Francisco's policies against those policies that are considered best practices. This task should reference the Better Streets Plan, and the Western and Central South of Market street hierarchies.

Deliverable(s):

1. *Memorandum summarizing street classification systems from peer cities and existing San Francisco guidance. The memorandum should also include an evaluation of current city practices vs best practices.*

Task 4.2. Develop street mission statements and toolkits

Based on 2065 Vision goals and objectives, corridors defined in Network Development and the background street design research from Task 4.1, the consultant, with support from the ConnectSF study team, will develop street mission statements that support the ConnectSF Vision.

The statements will follow similar typologies that prescribe general physical design, operational and policy interventions to different street types within a corridor. The street types may not be assigned to specific streets, but instead may follow more generic contexts that could be applied to specific streets. In addition to the findings from research in Task 4.1, mode priorities identified in the Network Development Task, street types utilize the surrounding urban form and built environment.

The total number of street types will be constrained to no more than 16-20 types (3-4 modes x 3-4 build environments, with an additional 3-4 for critical street types) with the intent to capture the most common and illustrative typologies (e.g. Alameda County Complete Street Guidelines). This will allow for 3-4 modal priorities and 3-4 scales of built environments to be matrixed against one another. The additional 3-4 typologies will be reserved for critical street types that are not covered by the more generic 16 street types. Tools, strategies and actions will be developed with the consultant, with support from the ConnectSF study team. Leveraging the already procured outreach consultant for Phase 2, the consultant will work with the ConnectSF study team to participate in at least one charrette to engage various stakeholders in development of the street typologies and potential uses (see Task 9 below).

The future typologies will consider the following components:

Achieving Vision Zero: The Vision Zero Action Strategy, and additional recommendations from advocacy groups will ensure future recommendations for San Francisco's streets contribute to eliminating traffic fatalities, and will create public realm spaces that ensure safe streets, safe people and safe vehicles. Ultimately, the consultant, with support from the ConnectSF study team, must ensure that future projects for San Francisco Streets consider what it would take to achieve Vision Zero.

Citywide bike network: The SFMTA has a street classification system, and is in the process of developing greenways in conjunction with the Bike Strategy. The consultant will take into account the most current thinking from SFMTA staff with regard to bike infrastructure.

Attachment 1 Scope of Services

Curb Management Strategy: The proposed Curb Management Study proposes that the SFMTA and the Transportation Authority develop an inventory of curb space and curb use throughout the city in addition to demand for curb space by user and mode type. The results of this study will inform potential pilot programs to test with emerging mobility companies and ultimately produce a curb management strategy. The results of the curb management study and pilot would shape the final curb management strategy. This strategy should prioritize outcomes identified in the City's Guiding Principles for EMST. Furthermore, the strategy should aim to reduce conflicts between vehicle loading needs behavior and vulnerable roadway users including people walking and bicycling. The consultant will consider the above studies when developing future street typologies.

Updated Metropolitan Transportation System (MTS): Updates to the MTS street designations based on the developed mission statements and typologies will be considered. The MTS network includes roadways recognized as 'regionally significant' and includes all interstate highways, state routes, and portions of the street and road system operated and maintained by the local jurisdictions (San Francisco).

Deliverable(s):

1. *Participation and creation of materials for stakeholder charrette for development of streets classification system*
2. *Memorandum on San Francisco Streets Mission Statements, including operational and policy interventions for different street types within a corridor, typical street sections and general design considerations for street zones by typology and modal priority*

TASK 5 – Develop Analysis Framework

The consultant will develop the analysis framework and methodology for evaluating project concepts and concept packages, drawing from Needs Assessment metrics and findings and with support from the ConnectSF study team. The analysis framework will be developed as a high-level analysis to identify concepts, projects, and programs developed in Task 3 and to the extent feasible, Task 4, that have the most potential to achieve the ConnectSF Vision transportation goals and objectives. Potential factors include overall Vehicle Miles Traveled reduction and congestion mitigation and how well projects and policies meet the ConnectSF Vision goals. This task will also help set the stage for policy and operational tradeoffs to be considered in Task 6, evaluation.

Deliverable(s):

1. *Technical memorandum detailing the analysis framework methodology*

TASK 6 – Evaluation of Concepts and Concept Packages

Using the framework developed in Task 5, the consultant, with support from the ConnectSF study team, will evaluate concept and concept packages and present results in a strategy matrix and accompanying technical memorandum.

The consultant will categorize concepts, projects, and programs evaluated as having a high or medium level benefit into short-, medium-, and long-range timeframes.

Concepts, projects, or programs that are either substantially similar or dependent in design and operation may be grouped or combined for this screening evaluation. The evaluation may be qualitative/rough order of magnitude in nature (e.g., high, medium, low, no, or negative benefit, by metrics defined in the Needs Assessment) due to the limited time frame for completion of this effort and incomplete, high-level project details.

Attachment 1 Scope of Services

This task will ensure there is a relationship between any freeway vision strategies and major arterials network plans, and backcheck street mission statements and typologies against the future on-street transit network, bike network and freight network.

The outcome of this task is a long-term vision statement, defined by a list of prioritized project and policy recommendations.

Deliverable(s):

- 1. Streets and Freeways vision statement, a list of prioritized project and policy recommendations, including illustrative design graphics to fully articulate the vision and its potential broad benefits*

TASK 7 – Create Recommendations and Draft and Final Streets & Freeways Study Report

Building off Task 6, the consultant, with support from the ConnectSF study team, will produce a final report with recommendations for top tier project concepts and policy recommendations for consideration in the SFTP 2050 as potential next steps for streets as outlined in Task 4.

Deliverable(s):

- 1. Streets and Freeways Draft and Final Report, including final prioritizations*



Memorandum

Date: October 18, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 11/13/18 Board Meeting: Approve a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract with MSA Design & Consulting, Inc. (MSA) in an amount not to exceed \$420,000 for planning and technical services for the ConnectSF Streets and Freeways Study • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant services to provide planning and technical for the Streets and Freeways Study (Study), which is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. The Study will identify a preferred future vision for San Francisco, combining urban design physical and operational concepts, for the network of major arterials and freeways within the city. The study will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. It will also develop street typologies to help inform modal priorities. Recommendations from the Study will feed into the next countywide transportation plan update. We issued a Request for Proposals (RFP) in August. By the proposal due date, we received two proposals. Following interviews with both firms, the multi-agency selection panel recommended MSA to provide the requested services.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program. Phase 1 of ConnectSF defined a 50-year vision for San Francisco’s future that represents San Francisco’s goals and aspirations as a city within the larger Bay Area. The vision will be used as a framework for future studies related to transportation and land use planning in San Francisco and

Agenda Item 10

constitutes ConnectSF's first phase of work. The vision is available on connectsf.org/about/components/vision

Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision. Those efforts and the time frames in which they are anticipated to take place include: the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways Study (2018-19).

The outcome of Phase 2 will be a prioritized list of projects and strategies that are needed to move the city towards meeting the goals and objectives agreed upon in the Phase 1 Vision. Phase 3 of ConnectSF will include an update to the countywide transportation plan or San Francisco Transportation Plan (SFTP 2050) and a new Transportation Element of the City's General Plan.

The Streets and Freeway Study will build off the Transportation Needs Assessment and Network Development, review and incorporate previous and ongoing studies, consider potential changes to regional and local travel patterns, and apply national and international best practices to arrive at the optimal long-range freeway footprint and overall roadway operational conditions. It will focus on the transformative opportunities to improve the City's freeways and major streets and roads and will develop a citywide street typology. The result of this Study will be a screened, preliminarily phased list of potential projects and operational strategies and policies for further planning, refinement, and consideration for inclusion in the SFTP 2050. The consultant, with support from the ConnectSF study team, will coordinate closely with other interagency efforts on Emerging Mobility Services and Technology and Transportation Demand Management.

On behalf of the ConnectSF agencies, we have already contracted with Civic Edge Consulting to provide strategic communications, media and community relations services to support this Study and the other ConnectSF Phase 2 efforts.

Procurement Process.

We issued a RFP for planning and technical services for the Study on August 30, 2018. We hosted a pre-proposal conference at our offices on September 10, which provided opportunities for small businesses and larger firms to meet and form partnerships. Fifteen firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, San Francisco Examiner, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of September 28, 2018, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority, San Francisco Planning Department and SFMTA staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected both firms to interview on October 10. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: MSA. The MSA team distinguished itself through strong references and awareness of transportation issues. The team members have many years of experience and have worked on numerous San Francisco projects.

We established a Disadvantaged Business Enterprise (DBE) goal of 14% for this contract. Proposals from both firms met or exceeded the goal. The MSA team includes 34% DBE participation from subconsultant, IDS California, a Hispanic-owned and San Francisco-based firm.

FINANCIAL IMPACT

This contract will be funded by federal Surface Transportation Program funds and a Prop K appropriation that is pending approval on its second read at the October 23, 2018 Board meeting. The adopted Fiscal Year 2018/19 budget includes this year's activities. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT, WITH OPTIONS TO EXTEND FOR THREE ADDITIONAL ONE-YEAR PERIODS, TO SPTJ CONSULTING, INC. IN AN AMOUNT NOT TO EXCEED \$480,000 FOR COMPUTER NETWORK AND MAINTENANCE SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority's information technology needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment, in addition to the agency's travel demand forecasting model; and

WHEREAS, Support is also required for desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation; and

WHEREAS, The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority's office weekly and on an as-needed basis; and

WHEREAS, On September 5, 2018, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services; and

WHEREAS, The Transportation Authority received five proposals in response to the RFP by the due date of October 4, 2018; and

WHEREAS, A selection panel comprised of Transportation Authority staff from various divisions reviewed the proposals based on the evaluation criteria and interviewed two firms on



October 15, 2018; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranked firm of SPTJ Consulting, Inc.; and

WHEREAS, The contract will be funded by Prop K sales tax operating funds, and the adopted Fiscal Year 2018/19 includes this year's activities; and

WHEREAS, Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 24, 2018 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 a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services; 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's information technology (IT) needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority's travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The following list serves as an example of the types of known upcoming technology-related tasks, but unforeseen requirements and new projects come up regularly at the Transportation Authority, so the consultant will require a breadth of knowledge on various IT topics.

The consultant will perform at a minimum the following tasks:

Ongoing Tasks:

- Perform software and hardware installation and configuration on servers and staff desktop computers, including managing licenses and certificates
- Specify, quote, and set up new computers as needed
- Maintain computer and Voice-Over-IP (VOIP) telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Maintain virtual machines
- Train designated staff in basic troubleshooting (e.g. restoring files, mapping network drives)
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Provide basic website support, including backups, upgrades and space management, as well as supporting technical coordination between developers and staff
- Coordinate with internet service provider
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems

Monthly tasks:

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

Annual tasks:

- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure
- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

Attachment 1 Scope of Services

Technology Expertise

The following technologies are currently in use at the Transportation Authority, and will require support from the consultant:

- Microsoft Active Directory
- Ubuntu Linux (webservers and Samba file sharing)
- Ubuntu KVM virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, and firewall equipment
- OpenVPN remote access
- Microsoft Dynamics AX and SQL Server
- Microsoft Windows 7/8/10 and Office 365
- MacOS and Adobe Creative Cloud
- ArcGIS and QGIS mapping software
- Drupal CMS
- Twiki internal wiki system
- G Suite
- TurboGears and Ruby on Rails
- MediaTemple Plesk, Amazon Web Services (EC2 and S3), and Heroku



Memorandum

Date: October 18, 2018
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data & Analysis
Subject: 11/13/18 Board Meeting: Approve a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting in an amount not to exceed \$480,000 for computer network and maintenance services • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant services to provide computer network and maintenance services for the Transportation Authority’s various information technology needs. We issued a Request for Proposals (RFP) in September. By the proposal due date, we received five proposals. Following interviews with two of the firms, the selection panel recommended SPTJ Consulting to provide the requested services.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

The Transportation Authority’s information technology needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority’s travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority’s office weekly and on an as-needed basis. The current IT consultant is on-site a minimum of one day per week, not including critical

tasks, emergencies, or special projects. The consultant will triage all critical and non-critical IT requests and maintain a prioritized list of tasks for completion. As the Transportation Authority's IT needs evolve, it is possible that more than one day of on-site presence may be required.

Procurement Process.

We issued a RFP for computer network and maintenance services on September 5, 2018. While a pre-proposal conference was not held, proposers were able to submit questions regarding the RFP and receive responses by September 17. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Examiner, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of October 4, 2018, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, capabilities and experience, cost and Disadvantaged Business Enterprise/Local Business Enterprise/Small Business Enterprise (DBE/LBE/SBE) participation. The panel selected two firms to interview on October 15. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: SPTJ Consulting.

The panel unanimously agreed that SPTJ Consulting distinguished itself through a number of criteria. The assembled team demonstrated a solid understanding of agency needs and proposed appropriate staffing resources and technology solutions. SPTJ also demonstrated familiarity with agency practices, as well as a high-level of reliability and responsiveness as validated by references from peer agencies. SPTJ has provided computer network and maintenance services for the Transportation Authority since 2004.

We established a DBE/LBE/SBE goal of 15% for this contract. Proposals from both firms that were interviewed met or exceeded the goal. The SPTJ Consulting team proposed a total DBE and LBE participation of 84% from its own firm.

FINANCIAL IMPACT

This contract will be funded by Prop K sales tax operating funds. The adopted Fiscal Year 2018/19 budget includes this year's activities. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

CAC POSITION

The CAC unanimously adopted a motion of support for this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

SFCFTA Prop K Independent Analysis & Oversight Conducted by Sjoberg Evashenk Consulting, Inc NOVEMBER 27, 2018		
SCOPE & OBJECTIVE	RECOMMENDATION	MANAGEMENT'S RESPONSE
<p>Program Delivery: How effective is the Prop K capital program in terms of program and project delivery status, leveraging of funds, and ability to meet sponsors funding/cash needs? Is SFCFTA delivering the program as promised?</p>	<p>Status Communication to the Public Annual Report: 1. Include 1-2-page table reconciling 2003 voter-approved projects to current status. 2. Improve quality control process. Website: 3. Provide Prop K Homepage "Dashboard" showing status of projects. 4. Move Existing MyStreetsSF Interactive Project Map to Prop K Main Page and update linked project sites and fact sheets as major milestones are completed, or schedules change.</p>	<ol style="list-style-type: none"> 1. In Progress - We will incorporate this reconciliation into our 2018 Annual Report which will be released in January 2019. 2. In Progress - We will update our current procedures to ensure proper quality control in the annual report review process. 3. In Progress - The Prop K Homepage "Dashboard" page will be released in early 2019 with the launch of our new website. 4. Done, In Progress - We launched an updated MyStreetsSF interactive map in September 2018 and it is located on our main webpage. We'll complete the remaining updates in early 2019.
<p>Budgeting: How effective is the analysis and communication of the annual budget process in terms of budget to actual comparisons, use of staff versus</p>	<ol style="list-style-type: none"> 5. SFCFTA's annual budget has typical budget information but is less detailed than others. <ul style="list-style-type: none"> • No change warranted unless Board wishes more discussion or description on specific budget line items. 6. Technical professional services are typical for industry but differences exist with administrative professional services. For example, IT technical 	<ol style="list-style-type: none"> 5. In Progress - We will provide additional budgetary analysis and performance metrics in the budget report. 6. Done, In Progress - We have performed an analysis and determined it is more efficient and cost effective to hire outside IT technical support and legal counsel at this time. We will re-evaluate both analyses every few years. In

**SFCTA Prop K Independent Analysis & Oversight
Conducted by Sjoberg Evashenk Consulting, Inc**

NOVEMBER 27, 2018

SCOPE & OBJECTIVE	RECOMMENDATION	MANAGEMENT'S RESPONSE
<p>consultants, and approvals of the budget?</p>	<p>support and general counsel resources are kept in-house at more peer transportation agencies.</p> <ul style="list-style-type: none"> • Evaluate costs and benefits of bringing IT and general counsel in-house as well as hiring for the principal engineer position that has been vacant. <p>7. Communications of available Prop K budgeting information to sponsor finance staff could be improved.</p> <ul style="list-style-type: none"> • Hold at least semi-annual roundtables with sponsor finance staff to discuss 5YPPs and Strategic Plan updates, as well as communicate Prop K short-term funding availability and needs for upcoming and shovel-ready projects. <p>8. Revising policy-level grant amendment may expedite grant amendment processes.</p> <ul style="list-style-type: none"> • Consider establishing a minimum Board approval threshold for policy-level grant budget amendments involving funding increases and delegate any amendments below that threshold to the Executive Director (e.g. \$50,000 or 5% of grant amount). 	<p>January 2019, we plan to advertise the principal engineer position.</p> <p>7. In Progress - We have informed sponsors through our Technical Working Group of our offer to meet with upper level management to discuss updates and to communicate budgeting information for the Prop K program. The meetings will begin in January 2019 to inform city agencies' annual budgeting process.</p> <p>8. Not Recommended - We have reviewed our grant amendment process and after discussions with various Commissioners and consultation with the Chair's office, we have determined that establishing a threshold does not provide the level of transparency and accountability that is desired.</p>

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NOVEMBER 27, 2018

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<p>Sponsor Reimbursements: How effective and efficient is the Prop K sponsor reimbursement process related to grant invoice reviews, payment remittance periods, and grant life cycles?</p>	<p>9. SFCFTA's average processing time improved from 31 days in FY16/17 to 21 days in FY17/18 but there were still 25 payments (9%) that took longer than 30-working days to process.</p> <p>Assess feasibility to reduce processing time:</p> <ol style="list-style-type: none"> Conduct time study to identify actual processing time, workload, and staffing needs. Establish intervals for staff to follow-up with sponsors. Create reimbursement approval authorization matrix with set thresholds (e.g. Executive Director Approval Required if >\$25,000). <p>10. Execute service level agreements with sponsors:</p> <ol style="list-style-type: none"> Define roles and responsibilities for all parties involved. Clarify and set expectations for reimbursement requests (e.g. responsiveness, level of detail, rejections). 	<ol style="list-style-type: none"> In Progress - Since the review period, we have not received enough reimbursements to measure if our processing time has further improved. <ol style="list-style-type: none"> We will conduct multiple time studies during the fiscal year. We have proposed a 5-business-day interval for staff to follow-up with sponsors and have discussed this with our Technical Working Group. We intended to roll this out as part of new service level agreements (see #10 below) in early 2019. Beginning in January 2019, only reimbursement requests over \$5,000 will require the executive director's approval for payment. In Progress - We will offer to meet with upper level management for each sponsor in January 2019 to establish service level agreements, following similar conversations at the Technical Working Group.



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RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT, WITH OPTIONS TO EXTEND FOR THREE ADDITIONAL ONE-YEAR PERIODS, TO SPTJ CONSULTING, INC. IN AN AMOUNT NOT TO EXCEED \$480,000 FOR COMPUTER NETWORK AND MAINTENANCE SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority's information technology needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment, in addition to the agency's travel demand forecasting model; and

WHEREAS, Support is also required for desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation; and

WHEREAS, The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority's office weekly and on an as-needed basis; and

WHEREAS, On September 5, 2018, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services; and

WHEREAS, The Transportation Authority received five proposals in response to the RFP by the due date of October 4, 2018; and

WHEREAS, A selection panel comprised of Transportation Authority staff from various divisions reviewed the proposals based on the evaluation criteria and interviewed two firms on



October 15, 2018; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranked firm of SPTJ Consulting, Inc.; and

WHEREAS, The contract will be funded by Prop K sales tax operating funds, and the adopted Fiscal Year 2018/19 includes this year's activities; and

WHEREAS, Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 24, 2018 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 a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services; 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's information technology (IT) needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority's travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The following list serves as an example of the types of known upcoming technology-related tasks, but unforeseen requirements and new projects come up regularly at the Transportation Authority, so the consultant will require a breadth of knowledge on various IT topics.

The consultant will perform at a minimum the following tasks:

Ongoing Tasks:

- Perform software and hardware installation and configuration on servers and staff desktop computers, including managing licenses and certificates
- Specify, quote, and set up new computers as needed
- Maintain computer and Voice-Over-IP (VOIP) telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Maintain virtual machines
- Train designated staff in basic troubleshooting (e.g. restoring files, mapping network drives)
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Provide basic website support, including backups, upgrades and space management, as well as supporting technical coordination between developers and staff
- Coordinate with internet service provider
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems

Monthly tasks:

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

Annual tasks:

- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure
- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

Attachment 1 Scope of Services

Technology Expertise

The following technologies are currently in use at the Transportation Authority, and will require support from the consultant:

- Microsoft Active Directory
- Ubuntu Linux (webservers and Samba file sharing)
- Ubuntu KVM virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, and firewall equipment
- OpenVPN remote access
- Microsoft Dynamics AX and SQL Server
- Microsoft Windows 7/8/10 and Office 365
- MacOS and Adobe Creative Cloud
- ArcGIS and QGIS mapping software
- Drupal CMS
- Twiki internal wiki system
- G Suite
- TurboGears and Ruby on Rails
- MediaTemple Plesk, Amazon Web Services (EC2 and S3), and Heroku



Memorandum

Date: October 18, 2018
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data & Analysis
Subject: 11/13/18 Board Meeting: Approve a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting in an amount not to exceed \$480,000 for computer network and maintenance services • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions 	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We are seeking consultant services to provide computer network and maintenance services for the Transportation Authority’s various information technology needs. We issued a Request for Proposals (RFP) in September. By the proposal due date, we received five proposals. Following interviews with two of the firms, the selection panel recommended SPTJ Consulting to provide the requested services.</p>	

DISCUSSION

Background.

The Transportation Authority’s information technology needs are fairly complex as engagement with the public and elected official requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority’s travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority’s office weekly and on an as-needed basis. The current IT consultant is on-site a minimum of one day per week, not including critical

tasks, emergencies, or special projects. The consultant will triage all critical and non-critical IT requests and maintain a prioritized list of tasks for completion. As the Transportation Authority's IT needs evolve, it is possible that more than one day of on-site presence may be required.

Procurement Process.

We issued a RFP for computer network and maintenance services on September 5, 2018. While a pre-proposal conference was not held, proposers were able to submit questions regarding the RFP and receive responses by September 17. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Examiner, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of October 4, 2018, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, capabilities and experience, cost and Disadvantaged Business Enterprise/Local Business Enterprise/Small Business Enterprise (DBE/LBE/SBE) participation. The panel selected two firms to interview on October 15. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: SPTJ Consulting.

The panel unanimously agreed that SPTJ Consulting distinguished itself through a number of criteria. The assembled team demonstrated a solid understanding of agency needs and proposed appropriate staffing resources and technology solutions. SPTJ also demonstrated familiarity with agency practices, as well as a high-level of reliability and responsiveness as validated by references from peer agencies. SPTJ has provided computer network and maintenance services for the Transportation Authority since 2004.

We established a DBE/LBE/SBE goal of 15% for this contract. Proposals from both firms that were interviewed met or exceeded the goal. The SPTJ Consulting team proposed a total DBE and LBE participation of 84% from its own firm.

FINANCIAL IMPACT

This contract will be funded by Prop K sales tax operating funds. The adopted Fiscal Year 2018/19 budget includes this year's activities. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

CAC POSITION

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

**PROP K
INDEPENDENT ANALYSIS & OVERSIGHT**

JULY 24, 2018

Presented by:
Lien Luu

SCOPE & OBJECTIVES

3 Focus Areas “Big Questions”

1. **Program Delivery:** How effective is the Prop K capital program in terms of program and project delivery status, leveraging of funds, and ability to meet sponsors funding/cash needs? Is SFCTA delivering the program as promised?
2. **Budgeting:** How effective is the analysis and communication of the annual budget process in terms of budget to actual comparisons, use of staff versus consultants, and approvals of the budget?
3. **Sponsor Reimbursements:** How effective and efficient is the Prop K sponsor reimbursement process related to grant invoice reviews, payment remittance periods, and grant life cycles?

SCOPE & OBJECTIVES

- **Peer Comparison Agencies**
- ✓ Administrator of 1/2 Cent Sales Tax Measure passed around 2003, 2004
- ✓ Regional Transportation Planning Agency
- ✓ Congestion Management Agency***

	Sales Tax Term	Program Size	# of Staff
SFCTA	30 Years¹	\$2.8 B¹	44²
Orange County Transportation Agency (OCTA)*	30 Years	\$15.5 B	372
Pima Association of Governments (PAG)**	20 Years	\$2 B	63
San Diego Association of Governments (SANDAG)**	40 Years	\$14 B	225

Source: ¹ 2003 Expenditure Plan. ² FY18/19 Budget.

* OCTA is also a transit operator (like SFMTA).

** PAG (Tucson, AZ) and SANDAG are also Metropolitan Planning Organizations (like MTC).

*** SFCTA, OCTA, SANDAG.

PROGRAM DELIVERY - OVERVIEW

Big Question: How effective is the Prop K capital program in terms of program and project delivery status, leveraging of funds, and ability to meet sponsors funding/cash needs? Is SFCTA delivering the program as promised?

- ❖ Program Delivery Status
- ❖ Leveraging Prop K

PROGRAM DELIVERY – OVERALL STATUS



- ✓ SFCTA and its partner agencies are delivering the program as promised if measuring progress in terms of sales tax dollars allocated 14 years into the 30-year program.

*Grants awarded, including subprojects, range from \$915 for safe routes to school initiatives to \$69 million for replacing SFMTA's radio communications system.

PROGRAM DELIVERY

MAJOR CAPITAL PROJECTS STATUS

✓ 77% of Current Prop K Commitment has been Reimbursed

✓ 2 Projects Open

✓ 3 Projects Near Completion

✓ 1 Project in Design

	Total 30-Year Budget 2003\$ ¹	Current Prop K Amount YOE\$ ²	Prop K Reimbursed 12/31/17 YOE\$ ³	Open to Public
Third Street Light Rail ⁴	\$100 M	\$97 M	\$91 M	2007
Central Subway ⁴	\$647 M	\$126 M	\$125 M	2019 ⁵
Transbay Terminal & Downtown Extension	\$1,885 M	\$285 M	\$185 M	2018 ⁶ TBD
Caltrain Electrification	\$183 M	\$25 M	\$15 M	2022 ⁷
Presidio Parkway	\$420 M	\$95 M	\$66 M	2015
Totals	\$3,235 M	\$628 M	\$482 M	

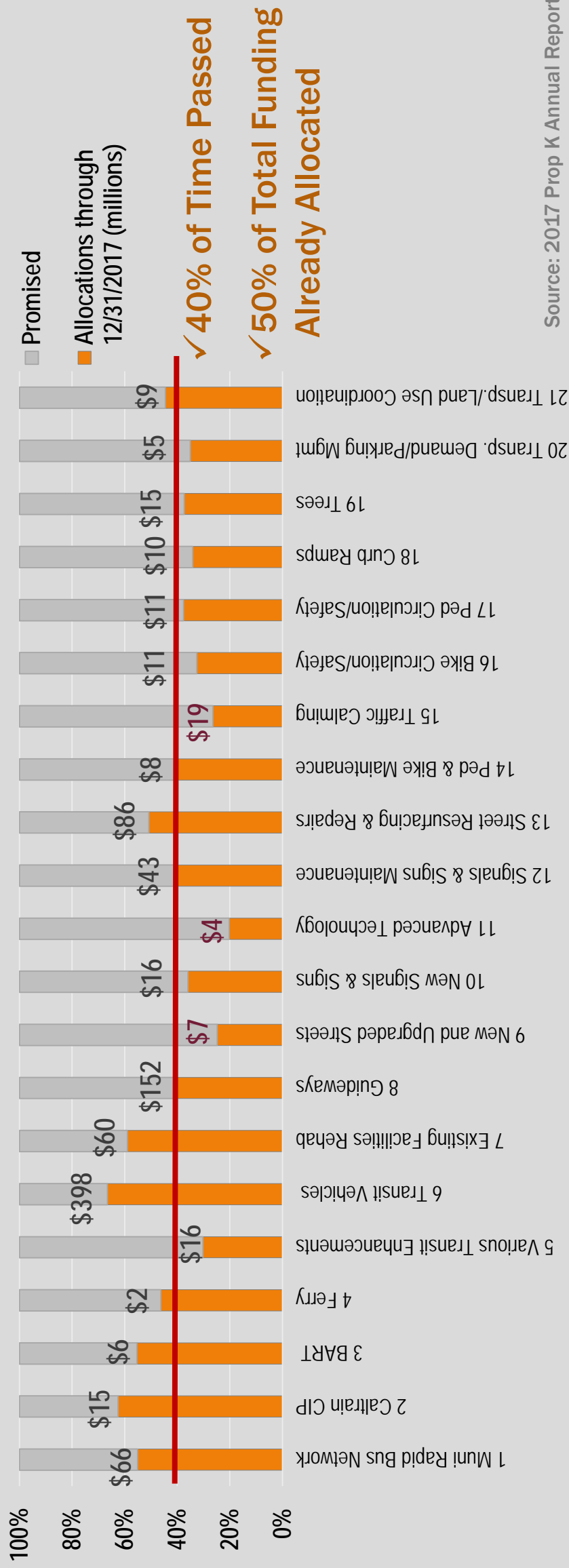
Source: ¹ 2003 Expenditure Plan. ² 2019 Prop K Strategic Plan Baseline.

³ 2017 Annual Report. ⁴ Prop B Grandfathered Projects. ⁵ March 2018 Monthly Progress Report to the Federal Transit Administration. ⁶ TJPA Website. ⁷ Caltrain Modernization Program Website (calmod.org)

PROGRAM DELIVERY

21 PROGRAMMATIC CATEGORIES STATUS

■ \$958M allocated across 21 Programmatic Categories



Source: 2017 Prop K Annual Report.
2019 Prop K Strategic Plan Baseline.

PROGRAM DELIVERY - LEVERAGING PROP K

■ 30-Year Leveraging Goal



Every \$1 in Prop K will be matched with \$3.4 in other funds.¹

✓ As of 2017, every \$1 in Prop K secured \$4 to \$7 in other funds.²

Source: ¹ 2003 Prop K Expenditure Plan. ² 2017 Annual Report. Unaudited.

PROGRAM DELIVERY - LEVERAGING PROP K

■ Leveraging at the Project Level - Examples

Expenditure Plan Item	Example	Leverage Ratio
17	SFMTA Purchase of 56 Hybrid Buses	1 to 2.2
24	Presidio Parkway	1 to 13.7
34	SFPW Street Resurfacing Program (various locations throughout City)	Prop K paid for entire Project
44	Folsom Street Streetscape Improvements	1 to 3.9

Source: Project Grant Agreements and Close-Out Reports. Unaudited.

CONCLUSIONS & CONSIDERATIONS

PROGRAM DELIVERY

- ✓ SFCTA and its partner agencies are delivering the program as promised if measuring progress in terms of sales tax dollars allocated 14 years into the 30-year program with \$1.6 billion, or 57% of the \$2.8 billion allocated through March 2018.
- ✓ 5 of 6 major capital projects have been completed or are nearing completion.
- ✓ Prop K leveraging goal of 1 to 3.4 has been met with every \$1 in Prop K securing \$4 to \$7 in federal, state, and other local funds as of December 31, 2017.

CONCLUSIONS & CONSIDERATIONS

PROGRAM DELIVERY

- **Status Communication to the Public**
- **Annual Report:**
 - Include 1-2 page table reconciling 2003 voter-approved projects to current status.
 - Improve QC Process.
- **Website:**
 - Provide Prop K Homepage “Dashboard” showing status of projects.
 - Move Existing MyStreetSF Interactive Project Map to Prop K Main Page and update linked project sites and fact sheets as major milestones are completed, or schedules change.

FY 2007-16 RTA PROJECTS COMPLETED	
PLAN ELEMENT	
ROADWAY	
Total Roadway	26
SAFETY	
Intersection	171
Elderly & Pedestrian	142
Bus Pullouts	109
Railroad Bridge	11
Signal Technology	72
Total Safety	505
ENVIRONMENTAL & ECONOMIC VITALITY	
Greenways, Bikeways, Pathways & Sidewalks	140
Transportation-related Critical Wildlife Linkages	14
Total Environmental & Economic Vitality	154

TRANSIT	
Weekday Evening	21*
Weekday Service	23
Bus Frequency & Overcrowding Relief	9**
Park'n Ride Transit Centers	7***
Neighborhood Circulator	12****
High Capacity Streetcar	1
Express Service	7
Special Needs	3
Maintenance Storage Facilities	3
Total Transit	86
Grand Total	771

* 21 routes received weekday evening service, fully implementing this service expansion

** 9 routes received overcrowding relief or expansion

*** Includes completed temporary lots

**** Includes services absorbed from Pima County Rural Transit

Source: Pima Association of Governments 2016 Annual Report.

BUDGETING - OVERVIEW

Big Question: How effective is the analysis and communication of the annual budget process in terms of budget to actual comparisons, use of staff versus consultants, and approvals of the budget?

- ❖ Budget Comparisons
- ❖ In-House vs. Consultant Staff

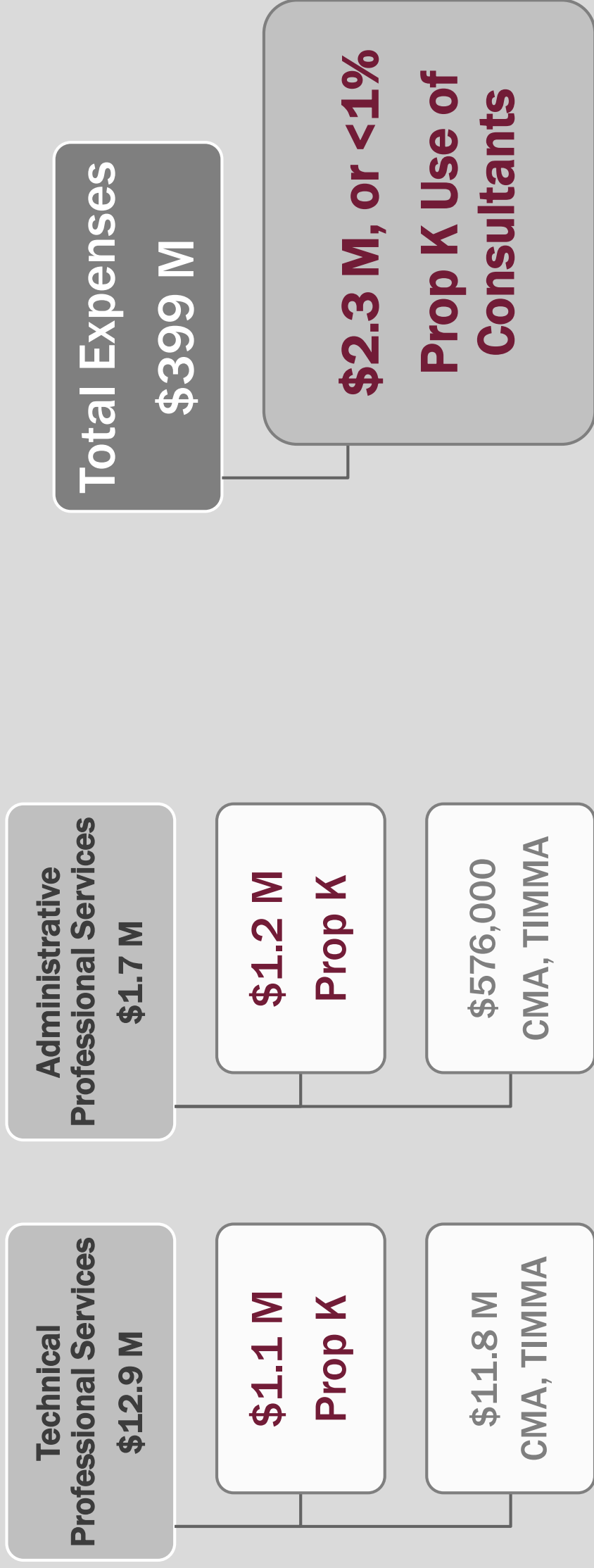
BUDGETING – PEER COMPARISONS

■ Annual Budget

	SFCTA	PAG	SANDAG	OCTA
Length	13-page Resolution, OWP*, Budget	88-page OWP*; 4-page Budget; 5-page Resolution	495-page Budget & CIP	200-page Budget and 164-page CIP
Sales Tax Program		<ul style="list-style-type: none"> • Separate Annual Report 	<ul style="list-style-type: none"> • Separate Chapter 	
Capital Budget		<ul style="list-style-type: none"> • All Programs and Projects Listed (Reconciled to Ballot) 	<ul style="list-style-type: none"> • Separate Chapter • All Programs and Projects Listed 	
Detailed Work Element Description	<ul style="list-style-type: none"> • Summary Paragraphs 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Expenses • Funding Sources • Justification 	
Personnel & Organization		<ul style="list-style-type: none"> • Org Chart • Staff Allocations 	<ul style="list-style-type: none"> • Org Chart • Personnel Expenses 	

*OWP = Overall Work Program

BUDGETING – IN-HOUSE VS. CONSULTANTS



Source: FY17/18 Final Amended Budget. Figures do not total due to rounding.

BUDGETING – IN-HOUSE VS. CONSULTANTS

- ✓ SFCTA Structure is similar to peer transportation planning agencies.
- SFCTA Differences:
 - Principal Engineer position is currently vacant.
 - IT Technical Support and General Counsel is outsourced.

	In-House	Outsourced
Program Management	✓	✓
Design	✓	✓
Construction		✓
Construction Management	✓	✓
Marketing		✓
Public Information	✓	
Legal	✓	
IT	✓	

CONCLUSIONS & CONSIDERATIONS

BUDGETING

- ✓ SFCTA's annual budget has typical budget information but is less detailed than others.
 - No change warranted unless Board wishes more discussion or description on specific budget line items.
- ✓ Technical professional services outsourced are typical for industry but differences exist with administrative professional services. For example, IT technical support and general counsel resources are kept in-house at most peer transportation agencies.
 - Evaluate costs and benefits of bringing IT and general counsel in-house as well as hiring for the principal engineer position that has been vacant.

CONCLUSIONS & CONSIDERATIONS

BUDGETING

- ✓ Communications of available Prop K budgeting information to sponsor finance staff could be improved.
 - Hold at least semi-annual roundtables with sponsor finance staff to discuss 5YPPs and Strategic Plan updates, as well as communicate Prop K short-term funding availability and needs for upcoming and shovel-ready projects.
- ✓ Revising policy-level grant amendment may expedite grant amendment processes.
 - Consider establishing a minimum Board approval threshold for policy-level grant budget amendments involving funding increases and delegate any amendments below that threshold to the Executive Director (e.g. \$50,000 or 5% of grant amount).

SPONSOR REIMBURSEMENTS - OVERVIEW

Big Question: How effective and efficient is the Prop K sponsor reimbursement process related to grant invoice reviews, payment remittance periods, and grant life cycles?

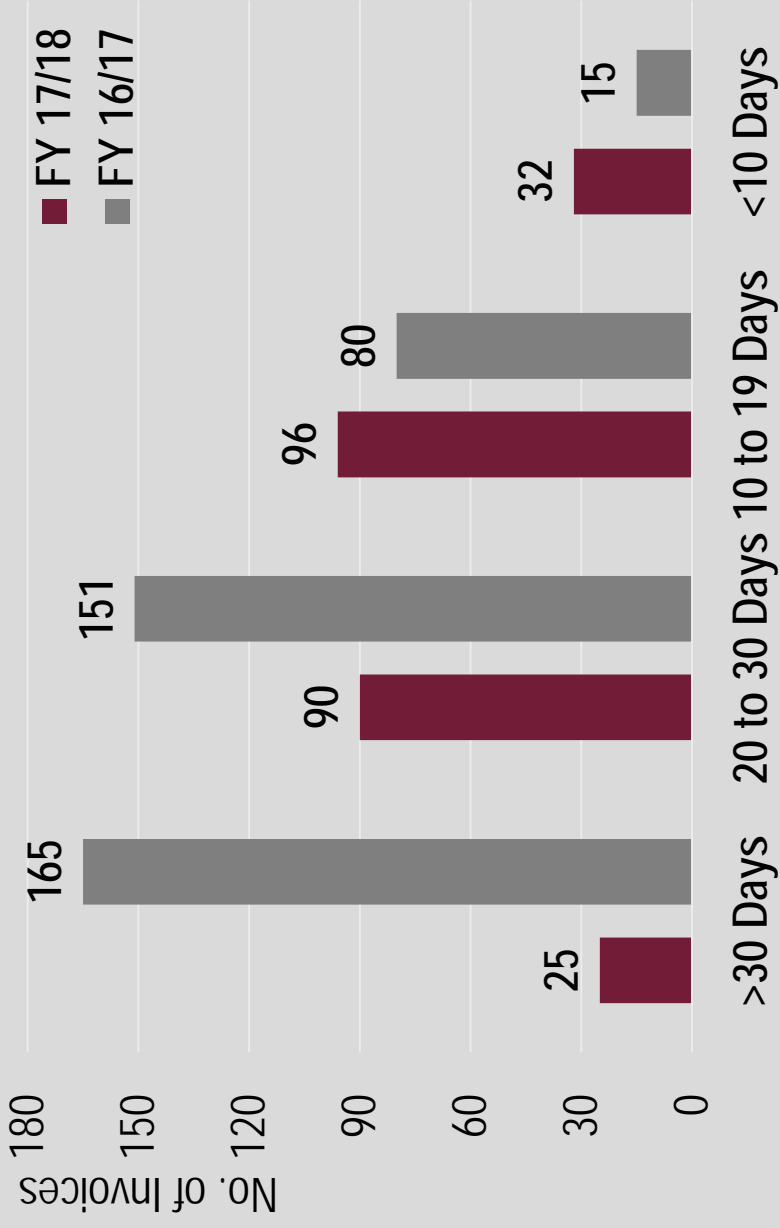
❖ **Reimbursement Review, Approval, Processing Timeliness**

SPONSOR REIMBURSEMENTS - TIMELINESS

▪ **SFCTA Goal: 30-Day Turnaround**

FY 17/18*	FY 16/17
243 Invoices	411 Invoices
Average 21 Days**	Average 31 Days
Range 4 to 147 Days	Range 3 to 142 Days
9% over 30 Days**	40% over 30 Days

✓ **Goal was met but could be improved.**



* Payments through 5/11/18 only. ** Average excludes payments to City sponsors that were delayed due to challenges with the City's transition to a new financial system in July 2017. This change resulted in a hold-up of processing payments until 12/29/17.

CONCLUSIONS & CONSIDERATIONS

SPONSOR REIMBURSEMENTS

- ✓ SFCTA's average processing time improved from 31 days in FY16/17 to 21 days in FY17/18 but there were still 25 payments (9%) that took longer than 30-working days to process.
 - **Assess feasibility to reduce processing time:**
 - Conduct time study to identify actual processing time, workload, and staffing needs.
 - Establish intervals for staff to follow-up with sponsors.
 - Create reimbursement approval authorization matrix with set thresholds (e.g. Executive Director Approval Required if >\$25,000).
 - **Execute service level agreements with sponsors:**
 - Define roles and responsibilities for all parties involved.
 - Clarify and set expectations for reimbursement requests (e.g. responsiveness, level of detail, rejections).

Questions?



Memorandum

Date: November 21, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: November 27, 2018 Board Meeting: Regional Measure 3 Implementation Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>On June 5, 2018, voters in the nine Bay Area counties approved Regional Measure 3 (RM3), a \$3 toll increase on the region’s seven state-owned toll bridges (all the toll bridges except the Golden Gate Bridge) to fund a program of transportation projects. The authorizing legislation, Senate Bill 595 (Beall), outlines the expenditure plan for toll revenues (Attachment 1). The legislation also requires that project sponsors for capital projects submit Initial Project Reports to the Metropolitan Transportation Commission (MTC) within six months of the election. The Initial Progress Reports are not a programming or allocation commitment, but they are a prerequisite for allocation of RM3 funds. MTC staff established November 19 as the deadline for sponsors to submit Initial Progress Reports and they anticipate providing a RM3 update to their Commission in December. Using the RM3 priorities adopted by the Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) during development of the state authorizing legislation (Attachment 3), we have been working with San Francisco project sponsors to ensure that San Francisco priorities are included in the Initial Progress Reports. Attachment 4 summarizes what we have provided to MTC thus far. We are seeking input from the Board as we continue to work with our MTC representatives and San Francisco agencies to advocate for San Francisco priorities in RM3.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

Last June Bay Area voters approved RM3 by 55% of the overall vote in the region’s nine counties, with the highest approval rate (65.4%), within San Francisco. The Bay Area Toll Authority (BATA) (another of MTC’s roles) may phase in the toll and in the ballot question specified a phase-in plan according to the following schedule:

- First dollar on January 1, 2019
- Second dollar on January 1, 2022

- Third dollar on January 1, 2025

BATA intends to begin collecting the first \$1 toll increase on January 1, 2019. However, two lawsuits regarding RM3 have been filed, one against BATA and the California State Legislature, and one against MTC. MTC/BATA is moving as quickly as possible with their defense strategies. The agencies are not certain when funding allocations will be able to be made given the circumstances; however, MTC is moving forward with the early implementation phases of RM3 so that the region is ready to implement the program when given the green light.

The authorizing legislation, SB 595, requires that project sponsors submit Initial Project Reports for the capital projects named in the legislation to MTC within six months of the election (i.e. December 5, 2019). These reports are non-binding, do not need to be approved by the MTC Commission, and do not come with a funding commitment from MTC. They include initial scope, schedule, budget, and general project information for these projects and are an important opportunity to signal project sponsor intentions about future RM3 allocations. MTC has not determined whether sponsors will need to update the Initial Project Reports on a regular basis, but they do expect sponsors to update the reports with more specific detail when requesting allocation.

There is no Initial Project Report requirement for operating programs, though MTC is required to adopt operating agreements with operators, and to adopt performance measures for the Transbay Terminal and Regional Express Bus categories.

San Francisco Priority Projects.

During the development of SB 595, the Transportation Authority Board and the SFMTA adopted a list of priority projects for the RM3 expenditure plan (Attachment 3). Some, but not all, of those projects were reflected in the final language. We have been working with San Francisco project sponsors to coordinate on San Francisco priorities for seven RM3 capital projects/programs that have the Initial Project Report requirement. There are four RM3 project categories where we are advocating for funding for projects where San Francisco agencies are not named sponsors. In these categories, we will work with MTC and other potential sponsors to secure funding.

- **Ferry Enhancement Program** – No San Francisco sponsor agency. WETA listed as sponsor.
- **Core Capacity Transit Improvements** – No San Francisco sponsor agency. MTC Alameda County Transportation Commission and AC Transit listed as sponsors.
- **Bay Area Express Lanes** – No San Francisco sponsor agency. MTC and other eligible county express lane agencies listed as sponsors.
- **Transbay Rail Crossing** – No San Francisco sponsor agency. BART listed as sponsor.
- **Muni Fleet Expansion and Facilities** – SFMTA listed as sponsor.
- **BART Expansion Cars** – BART listed as sponsor.
- **Caltrain Downtown Extension** – TBD (agency designated to build project)

Attachment 4 summarizes San Francisco's RM3 priorities. Directors Chang and Reiskin have co-signed a letter to the MTC conveying San Francisco's RM3 priorities and the relevant sponsors have provided the Initial Progress Reports directly to MTC.

Agenda Item 13

Finally, there are four categories of funding with no Initial Project Report requirement for which MTC is still developing the implementation plan, where we expect to request funding at a future date. Those are:

- **San Francisco Bay Trail / Safe Routes to Transit** – MTC to develop competitive regional program
- **Ferry Operating Program** – WETA to work with MTC to develop operating plan
- **Regional Express Bus** – Project sponsor(s) TBD
- **Transbay Terminal Operating Program** - TJPA listed as project sponsor. Funds available for transportation-related costs associated with operating the terminal.

Next Steps.

BATA will hold a public hearing on the proposed toll increase on Wednesday, November 28, 2018 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco. Written comments will be accepted until 5 p.m. on November 28th. If approved, BATA will start collecting the first \$1 toll increase on January 1, 2019.

We will continue to work with the MTC Commission and staff, the Transportation Authority Board, and the other San Francisco agencies to provide input on draft RM3 guidelines as MTC/BATA prepare them and to advocate for RM3 funding for projects in San Francisco.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC will be briefed on this item at its November 28th meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – RM3 Expenditure Plan Summary

Attachment 2 – Senate Bill (SB) 595 (Beall): RM3 Authorization.

Attachment 3 – May 2017 Transportation Authority Board-approved project list for RM3 funding

Attachment 4 – San Francisco RM3 Project Priorities, November 2018

REGIONAL MEASURE 3 EXPENDITURE PLAN (\$ in millions)	
OPERATING PROGRAM	
All- Corridor Annual Operating Program	
All Corridors	
Transbay Terminal	5
Ferries (Funding ramps up to \$35 million over five years)	35
Regional Express Bus	20
Annual Operating Program Total	\$ 60
CAPITAL PROJECTS	
Regional Programs	
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
Regional Programs Subtotal (35%)	\$ 1,550
Corridor-Specific Capital Projects	
Central (San Francisco-Oakland Bay Bridge)	
Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit Rapid Bus Corridor Improvements	100
Transbay Rail Crossing	50
Interstate 80 Transit Improvements	25
Central Subtotal (27%)	\$ 780
South (San Mateo-Hayward, Dumbarton)	
BART to San Jose Phase 2	375
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
Highway 101/State Route 92 Interchange	50
Interstate 680/SR 84 Interchange Reconstruction	85
Interstate 680/Interstate-880/Route 262 Freeway Connector	15
South Subtotal (34%)	\$ 985
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	
Contra Costa 680/State Route 4 Interchange Improvements	210
U.S. 101 Marin-Sonoma Narrows	120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg	40
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 Improvements	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway-Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
Interstate 680 Transit Improvements	10
North Subtotal (39%)	\$ 1,135
Corridor-Specific Capital Projects Subtotal (65%)	2,900
Capital Projects Grand Total	4,450

Senate Bill No. 595

CHAPTER 650

An act to add Article 7 (commencing with Section 28840) to Chapter 3 of Part 2 of Division 10 of the Public Utilities Code, and to amend Sections 149.6, 30102.5, 30891, 30911, 30915, 30916, 30918, 30920, 30922, and 30950.3 of, and to add Sections 30914.7 and 30923 to, the Streets and Highways Code, relating to transportation.

[Approved by Governor October 10, 2017. Filed with
Secretary of State October 10, 2017.]

LEGISLATIVE COUNSEL'S DIGEST

SB 595, Beall. Metropolitan Transportation Commission: toll bridge revenues: BART Inspector General: Santa Clara Valley Transportation Authority: high-occupancy toll lanes.

(1) Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.

This bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election, to be known as Regional Measure 3, on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for specified projects and programs. The bill would require BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize BATA, beginning 6 months after the election approving the toll increase, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation adjustment, providing funding to meet the requirements of voter approved regional measures, and as

otherwise specified in statute, the toll increase adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. By requiring this election, the bill would impose a state-mandated local program. The bill would require BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters.

This bill would require BATA to establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill would require BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

(2) Existing law authorizes BATA to vary the toll structure on each of the bay area state-owned toll bridges and to provide discounts for vehicles classified by BATA as high-occupancy vehicles.

This bill would additionally authorize BATA to provide discounts for vehicles that pay for tolls electronically or through other non-cash methods and to charge differential rates based on the chosen method.

This bill, with respect to the Regional Measure 3 toll increase, would require BATA to provide a 50% discount on the amount of that toll increase on the 2nd bridge crossing for those commuters using a two-axle vehicle, who pay tolls electronically or through other noncash methods and who cross 2 bridges during commute hours, as specified.

Existing law, if BATA establishes high-occupancy vehicle lane fee discounts or access for vehicles classified by BATA as high-occupancy vehicles for any bridge, requires BATA to collaborate with the Department of Transportation to reach agreement on how the occupancy requirements shall apply on each segment of highway that connects with that bridge.

This bill would instead require BATA to establish those occupancy requirements in consultation with the department.

(3) Existing law establishes the San Francisco Bay Area Rapid Transit District (BART), governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system.

This bill would create the Independent Office of the BART Inspector General within BART. The bill would provide for the board of directors to nominate 3 persons to the Governor and for the Governor to appoint one of those nominees to serve as the Inspector General for a 4-year term. The bill would require the Inspector General to be removed from office by the board of directors, subject to the approval of the Governor, under certain circumstances. The bill would specify the duties and responsibilities of the Inspector General and would require the Inspector General to submit an annual report to the board of directors and the Legislature. The bill would provide for the office to receive \$1,000,000 from an allocation of bridge toll revenue from BATA and, in the second and subsequent years of operation of the office, would authorize BATA to increase that amount, as specified. The bill would make these provisions operative upon an

affirmative vote to increase tolls on the bay area state-owned toll bridges pursuant to Regional Measure 3 or related provisions.

(4) Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. Existing law authorizes a HOT lane established as part of this program on State Highway Route 101 to extend into the County of San Mateo as far as the high-occupancy lane in the County of San Mateo existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County.

This bill would delete the authorization for a HOT lane to extend into the specified portion of San Mateo County as part of a value pricing program established on 2 corridors in Santa Clara County. The bill would instead authorize VTA to specifically conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 in San Mateo County in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed.

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

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

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) The San Francisco Bay area's strong economy and growing population are placing a tremendous burden on its aging transportation infrastructure. Between 2010 and 2040, the population is forecasted to grow by 2.3 million, while the number of jobs are projected to grow by 1.3 million.

(b) Traffic congestion on the region's seven state-owned toll bridges degrades the bay area's quality of life, impairs its economy, and shows no signs of abating. Between 2010 and 2015, combined volumes on the region's seven state-owned toll bridges grew by 11 percent, while volumes on just the Dumbarton Bridge, the Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge grew by 20 percent.

(c) In 2015, five of the region's top 10 worst congested roadways were in the South Bay (San Mateo or Santa Clara Counties).

(d) In the San Francisco-Oakland Bay Bridge corridor from Hercules to San Francisco, weekday traffic speeds average less than 35 mph from 5:35 a.m. until 7:50 p.m.

(e) Weekday congestion on the west approach to the San Francisco-Oakland Bay Bridge in the eastbound direction typically begins before 1 p.m. and continues until 9:30 p.m.

(f) Weekday northbound traffic congestion on State Highway Route 101 from Novato to Petaluma begins by 3 p.m. and typically lasts over three hours.

(g) Daily peak-hour traffic on State Highway Route 37 between Marin and Solano Counties jumped over 40 percent from 2010 to 2015.

(h) The region's only rail link across San Francisco Bay, the Bay Area Rapid Transit District (BART), is 44 years old and faces multibillion-dollar capital funding shortfalls to accommodate growing ridership and achieve a state of good repair. Meanwhile, BART ridership is at record levels, exceeding 128 million in fiscal year 2016, a 27-percent increase from fiscal year 2010.

(i) Annual ridership on ferries from Alameda, Oakland, and Vallejo to San Francisco and South San Francisco more than doubled between 2010 and 2016, from 1.1 million to 2.5 million.

(j) Ridership on the weekday transbay bus service provided by the Alameda-Contra Costa Transit District rose 33 percent between 2012 and 2016.

(k) Truck traffic in and out of the Port of Oakland grew by 33 percent since 2000 and contributes to worsening congestion on the region's bridges and roadways. An estimated 99 percent of the containerized goods moving through northern California are loaded or discharged at the port.

(l) The last time bay area voters had the opportunity to approve new funding for improvements in the bridge corridors was in 2004, when voters approved Regional Measure 2, a \$1 toll increase.

(m) To improve the quality of life and sustain the economy of the San Francisco Bay area, it is the intent of the Legislature to require the Metropolitan Transportation Commission to place on the ballot a measure authorizing the voters to approve an expenditure plan to improve mobility and enhance travel options on the bridges and bridge corridors to be paid for by an increase in the toll rate on the seven state-owned bridges within its jurisdiction.

SEC. 2. Article 7 (commencing with Section 28840) is added to Chapter 3 of Part 2 of Division 10 of the Public Utilities Code, to read:

Article 7. The Office of the BART Inspector General

28840. (a) There is hereby created in the district an independent Office of the BART Inspector General to ensure that the district makes effective use of bridge toll revenue and other revenue and operates efficiently, effectively, and in compliance with applicable federal and state laws.

(b) (1) The board shall nominate three persons to the Governor who shall appoint one of the three persons nominated by the board to serve as the BART Inspector General for an initial four-year term. The board shall

have the option to renew the term at will. The BART Inspector General shall be removed from office by the board, subject to approval of the Governor, only if either of the following occur:

(A) A two-thirds majority of the members of the board votes for removal.

(B) The Inspector General violates a federal or state law or regulation, a local ordinance, or a policy or practice of the authority relative to ethical practices, including, but not limited to, the acceptance of gifts or contributions.

(2) The reasons for removal of the Inspector General shall be stated in writing and shall include the basis for removal. The document stating the reasons for dismissal shall be deemed a public document and posted on the district's Internet Web site.

(c) Within one year of the operative date of this article, the board shall nominate three persons to serve as the first BART Inspector General to be appointed pursuant to subdivision (b).

28841. The duties and responsibilities of the BART Inspector General shall include, but are not limited to, all of the following:

(a) To examine the operating practices of the district to identify fraud, waste, and opportunities for efficiencies in the administration of programs and operations.

(b) To ensure the BART administration, the board of directors, and the public are fully informed of his or her findings and recommendations.

(c) To identify opportunities to improve the data used to determine project resource allocations.

(d) To conduct, supervise, and coordinate audits and investigations relating to the district's programs and operations, including, but not limited to, toll-funded programs.

(e) To identify best practices in the delivery of capital projects and recommend policies to enable the district to adopt these practices when practicable.

(f) To recommend policies promoting efficiency in the administration of programs and operations.

(g) To review and recommend best practices that the district should follow to maintain positive and productive relations with its employees and the collective bargaining units representing those employees.

28842. The Office of the BART Inspector General shall receive one million dollars (\$1,000,000) from an allocation of bridge toll revenue from the Bay Area Toll Authority. In the second and subsequent years of operation of the office, the authority may increase the amount of funding allocated for this purpose to the extent funds are requested and justified by the office and can be accommodated in the authority's budget.

28843. The BART Inspector General shall report at least annually to the board of directors and the Legislature with a summary of his or her findings, investigations, and audits. The summary shall be posted on the district's Internet Web site and shall otherwise be made available to the public upon its release to the board. The summary shall include, but need not be limited to, significant problems discovered by the BART Inspector

General and whether recommendations of the BART Inspector General relative to investigations and audits have been implemented by the district.

28844. Any investigatory file compiled by the BART Inspector General is an investigatory file compiled by a local law enforcement agency subject to disclosure pursuant to subdivision (f) of Section 6254 of the Government Code.

28845. This article shall become operative upon an affirmative vote of the residents of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma to increase tolls pursuant to Section 30923 of the Streets and Highways Code on the bridges described in Section 30910 of the Streets and Highways Code.

SEC. 3. Section 149.6 of the Streets and Highways Code is amended to read:

149.6. (a) Notwithstanding Sections 149, 149.7, and 30800, and Section 21655.5 of the Vehicle Code, the Santa Clara Valley Transportation Authority (VTA) created by Part 12 (commencing with Section 100000) of Division 10 of the Public Utilities Code may conduct, administer, and operate a value pricing program on any two of the transportation corridors included in the high-occupancy vehicle lane system in Santa Clara County in coordination with the Metropolitan Transportation Commission and consistent with Section 21655.6 of the Vehicle Code.

(b) Notwithstanding Sections 149, 149.7 and 30800, and Section 21655.5 of the Vehicle Code, the VTA may conduct, administer, and operate a value pricing program on State Highway Route 101 in San Mateo County in coordination with the City/County Association of Governments of San Mateo County and with the San Mateo County Transportation Authority and consistent with Section 21655.6 of the Vehicle Code.

(c) (1) VTA, under the circumstances described in subdivisions (a) and (b), may direct and authorize the entry and use of those high-occupancy vehicle lanes by single-occupant vehicles for a fee. The fee structure shall be established from time to time by the authority. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(2) VTA shall enter into a cooperative agreement with the Bay Area Toll Authority to operate and manage the electronic toll collection system.

(d) With the consent of the department, VTA shall establish appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times, except that those high-occupancy vehicles may be required to have an electronic transponder or other electronic device for enforcement purposes. At least annually, the department shall audit the performance during peak traffic hours and report the results of that audit at meetings of the program management team.

(e) Single-occupant vehicles that are certified or authorized by the authority for entry into, and use of, the high-occupancy vehicle lanes in Santa Clara County and San Mateo County are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(f) VTA shall carry out a value pricing program established pursuant to this section in cooperation with the department pursuant to an agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing program. An agreement to carry out the program authorized pursuant to subdivision (b) shall be subject to the review and approval by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.

(g) (1) Agreements between VTA, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to this program. The agreements shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes, which may include the use of video enforcement. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, federal funds specifically allocated to the authority for the program by the federal government, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenues generated by the program shall be available to VTA for the direct expenses related to the operation (including collection and enforcement), maintenance, construction, and administration of the program. The VTA's administrative costs in the operation of the program shall not exceed 3 percent of the revenues.

(3) (A) For a value pricing program established pursuant to subdivision (a), all remaining revenue generated by the program after expenditures made pursuant to paragraph (2) shall be used in the corridor from which the revenues were generated exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities, transportation corridor improvements, and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by the VTA.

(B) For a value pricing program established pursuant to subdivision (b), all remaining revenue generated by the program after expenditures made pursuant to paragraph (2) shall be used in the corridor from which the revenues were generated exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities, transportation corridor improvements, and the improvement of transit service, including,

but not limited to, support for transit operations pursuant to an expenditure plan adopted by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.

(h) (1) The VTA may issue bonds, refunding bonds, or bond anticipation notes, at any time to finance construction and construction-related expenditures necessary to implement a value pricing program established pursuant to subdivision (a) or (b) and construction and construction-related expenditures that are provided for in an expenditure plan adopted pursuant to paragraph (3) of subdivision (e), payable from the revenues generated from the program.

(2) The maximum bonded indebtedness that may be outstanding at any one time shall not exceed an amount that may be serviced from the estimated revenues generated from the program.

(3) The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable at intervals determined by the authority.

(4) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond.”

(5) Bonds shall be issued pursuant to a resolution of VTA adopted by a two-thirds vote of its governing board. The resolution shall state all of the following:

(A) The purposes for which the proposed debt is to be incurred.

(B) The estimated cost of accomplishing those purposes.

(C) The amount of the principal of the indebtedness.

(D) The maximum term of the bonds and the interest rate.

(E) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).

(F) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, the registration, conversion, and exchange privileges, if applicable, and the time when all of, or any part of, the principal becomes due and payable.

(G) Any other matters authorized by law.

(6) The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond shall not be required to mature on its anniversary date.

(i) Not later than three years after VTA first collects revenues from any of the projects described in paragraph (1) of subdivision (c), VTA shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on adjacent mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lanes.

SEC. 4. Section 30102.5 of the Streets and Highways Code is amended to read:

30102.5. Consistent with Section 30918, the Bay Area Toll Authority shall fix the rates of the toll charge, except as provided in Sections 30921 and 30923, and may grant reduced-rate and toll-free passage on the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission.

SEC. 5. Section 30891 of the Streets and Highways Code is amended to read:

30891. The commission may retain, for its cost in administering this article, an amount not to exceed one-quarter of 1 percent of the revenues allocated by it pursuant to Section 30892 and of the revenues allocated by it pursuant to Sections 30913, 30914, and 30914.7.

SEC. 6. Section 30911 of the Streets and Highways Code is amended to read:

30911. (a) The authority shall control and maintain the Bay Area Toll Account and other subaccounts it deems necessary and appropriate to document toll revenue and operating expenditures in accordance with generally accepted accounting principles.

(b) (1) After providing for expenditures pursuant to subdivision (a) of Section 30912 and for operating assistance pursuant to subdivision (d) of Section 30914 and subdivision (c) of Section 30914.7 and after the requirements of any bond resolution or indenture of the authority for any outstanding revenue bonds have been met, the authority shall transfer on a regularly scheduled basis as set forth in the authority's annual budget resolution, the revenues defined in subdivision (b) of Sections 30913, 30914, and 30914.7 to the commission. The funds transferred to the commission shall be expended for the purposes specified in subdivision (b) of Section 30913 and Sections 30914 and 30914.7. After the commission makes a determination that the projects and programs funded by the commission have been completed, the revenues transferred to the commission shall be expended by the commission for supplemental funding for the projects and programs identified in subdivision (a) of Section 30914.7 if the voters approve a toll increase authorized pursuant to Section 30923.

(2) For the purposes of paragraph (1), the revenues defined in subdivision (b) of Section 30913 and subdivision (a) of Section 30914 include all revenues accruing since January 1, 1989.

SEC. 7. Section 30914.7 is added to the Streets and Highways Code, to read:

30914.7. (a) If the voters approve a toll increase pursuant to Section 30923, the authority shall, consistent with the provisions of this section fund the projects and programs described in this subdivision that shall collectively be known as the Regional Measure 3 expenditure plan by bonding or transfers to the Metropolitan Transportation Commission. These projects and programs have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, from toll revenues of all bridges:

(1) BART Expansion Cars. Purchase new railcars for the Bay Area Rapid Transit District (BART) to expand its fleet and improve reliability. The project sponsor is the BART. Five hundred million dollars (\$500,000,000).

(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars (\$300,000,000).

(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission. One hundred sixty million dollars (\$160,000,000).

(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars (\$150,000,000).

(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars (\$300,000,000).

(6) BART to San Jose Phase 2. Extend BART from Berryessa Station to San Jose and Santa Clara. The project sponsor is the Santa Clara Valley

Transportation Authority. Three hundred seventy-five million dollars (\$375,000,000).

(7) Sonoma-Marín Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the Cities of Windsor and Healdsburg. The project sponsor is the Sonoma-Marín Area Rail Transit District. Forty million dollars (\$40,000,000).

(8) Capitol Corridor. Provide funding for track infrastructure that will improve the performance of Capital Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and reliability. The project sponsor is the Capital Corridor Joint Powers Authority. Ninety million dollars (\$90,000,000).

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars (\$325,000,000).

(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars (\$140,000,000).

(11) Core Capacity Transit Improvements. Implement recommendations from the Core Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor. Eligible projects include, but are not limited to, transbay bus improvements and high-occupancy vehicle (HOV) lane access improvements. Priority funding shall be the Alameda-Contra Costa Transit District's (AC Transit) Tier 1 and Tier 2 projects identified in the study. The project sponsors are the Metropolitan Transportation Commission, Alameda County Transportation Commission, and AC Transit. One hundred forty million dollars (\$140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements. Fund bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors. The project sponsors are AC Transit and Alameda County Transportation Commission. One hundred million dollars (\$100,000,000).

(13) Transbay Rail Crossing. Fund preliminary engineering, environmental review, and design of a second transbay rail crossing and its approaches to provide additional rail capacity, increased reliability, and improved resiliency to the corridor. Subject to approval by the Metropolitan Transportation Commission, funds may also be used for construction, and, if sufficient matching funds are secured, to fully fund a useable segment of the project. The project sponsor is the Bay Area Rapid Transit District. Fifty million dollars (\$50,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore.

The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars (\$100,000,000).

(15) Eastridge to BART Regional Connector. Extend Santa Clara Valley Transportation Authority light rail from the Alum Rock station to the Eastridge Transit Center. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred thirty million dollars (\$130,000,000).

(16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred million dollars (\$100,000,000).

(17) Dumbarton Corridor Improvements. Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars (\$130,000,000).

(18) Highway 101/State Route 92 Interchange. Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars (\$50,000,000).

(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars (\$210,000,000).

(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard South in Petaluma and Atherton Avenue in Novato. The project sponsors are the Transportation Authority of Marin and the

Sonoma County Transportation Authority. One hundred twenty million dollars (\$120,000,000).

(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars (\$150,000,000).

(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars (\$105,000,000).

(23) State Route 37 Improvements. Fund near-term and longer-term improvements to State Route 37 to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may be used on any segment along this corridor, as determined by the project sponsors. The project is jointly sponsored by the Transportation Authority of Marin, the Napa Valley Transportation Authority, the Solano Transportation Authority, and the Sonoma County Transportation Authority. Funds for this project may be allocated to any of the project sponsors. One hundred million dollars (\$100,000,000).

(24) San Rafael Transit Center. Construct a replacement to the San Rafael (Bettini) Transit Center on an existing or new site, or both, in downtown San Rafael. The selected alternative shall be approved by the City of San Rafael, the Golden Gate Bridge, Highway and Transportation District, the Transportation Authority of Marin, and Marin Transit. The project sponsor is the Golden Gate Bridge, Highway and Transportation District. Thirty million dollars (\$30,000,000).

(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars (\$135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars (\$75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars (\$210,000,000).

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the

Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars (\$100,000,000).

(27) State Route 29. Eligible project expenses include State Route 29 major intersection improvements, including Soscol Junction, and signal and signage improvements, which may include multimodal infrastructure and safety improvements between Carneros Highway (State Route 12/121) and American Canyon Road. The project sponsor is the Napa Valley Transportation Authority. Twenty million dollars (\$20,000,000).

(28) Next-Generation Clipper Transit Fare Payment System. Provide funding to design, develop, test, implement, and transition to the next generation of Clipper, the bay area's transit fare payment system. The next-generation system will support a universal, consistent, and seamless transit fare payment system for the riders of transit agencies in the bay area. The project sponsor is the Metropolitan Transportation Commission. Fifty million dollars (\$50,000,000).

(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars (\$15,000,000).

(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84. The project sponsor is Alameda County Transportation Commission. Eighty-five million dollars (\$85,000,000).

(31) Interstate 80 Transit Improvements. Fund improvements to support expanded bus service in the Interstate 80 corridor including, but not limited to, bus purchases, expansion of the WestCAT storage yard and maintenance facility. Fund implementation of the San Pablo Avenue Multi-modal Corridor (AC Transit). The project sponsor is Contra Costa Transportation Authority. Twenty-five million dollars (\$25,000,000).

(32) Byron Highway-Vasco Road Airport Connector. Fund construction of a new connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the Byron Highway, including a railroad grade separation, to improve safety and access to the Byron Airport and to facilitate economic development and access for goods movement in East Contra Costa County. The project sponsor is Contra Costa Transportation Authority. Ten million dollars (\$10,000,000).

(33) Vasco Road Safety Improvements. Fund the widening of lanes and construction of a concrete median barrier along 2.5 miles of Vasco Road beginning approximately three miles north of the Contra Costa/Alameda County Line. The project sponsor is Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).

(34) East Contra Costa County Transit Intermodal Center. Fund the construction of a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is Contra Costa Transportation Authority. Fifteen million dollars (\$15,000,000).

(35) Interstate 680 Transit Improvements. Fund improvements that will enhance transit service in the Interstate 680 corridor, including, but not limited to, implementing bus operations on shoulder (BOS), technology-based intermodal transit centers/managed parking lots and development of technology to enhance real-time travel information. Fund implementation of Shared Autonomous Vehicles (SAVs) to improve first and last mile transit connectivity. The project sponsor is Contra Costa Transportation Authority. Ten million dollars (\$10,000,000).

(b) Pursuant to subdivision (a) of Section 30923, if the authority selects a toll increase to be placed on the ballot in an amount less than three dollars (\$3), the funding assigned to the projects and programs identified in subdivision (a) shall be adjusted proportionately to account for reduced funding capacity. The authority shall adopt a resolution detailing the updated Regional Measure 3 capital and operating funding available and listing the revised funding amounts for each project within 90 days of the certification of the election by the last county to certify the election on the toll increase. The authority shall update this resolution as needed to reflect additional tolls approved in subsequent elections.

(c) (1) Not more than 16 percent, up to sixty million dollars (\$60,000,000), of the revenues generated each year from the toll increase approved by the voters pursuant to Section 30923 shall be made available annually for the purpose of providing operating assistance as set forth in the authority's annual budget resolution for the purposes listed in paragraph (2). The funds shall be made available to the provider of the transit services subject to the performance measures described in paragraph (3).

(2) The Metropolitan Transportation Commission shall annually fund the following operating programs from the revenue generated each year from the toll increase approved by the voters pursuant to Section 30923 as another component of the Regional Measure 3 expenditure plan:

(A) The San Francisco Transbay Terminal. Eight percent of the amount available for operating assistance pursuant to paragraph (1), not to exceed five million dollars (\$5,000,000). These funds are available for transportation-related costs associated with operating the terminal. The Transbay Joint Powers Authority shall pursue other long-term, dedicated operating revenue to fund its operating costs. To the extent that a portion or all of the toll revenue provided pursuant to this subparagraph is not needed

in a given fiscal year, the Metropolitan Transportation Commission shall reduce the allocation accordingly.

(B) (i) Expanded Ferry Service. Ten million dollars (\$10,000,000) in the first year of allocation, fifteen million dollars (\$15,000,000) in the second year of allocation, twenty million dollars (\$20,000,000) in the third year of allocation, and twenty-five million dollars (\$25,000,000) in the fourth year of allocation. These allocation amounts shall be subject to the adjustments in subdivision (b). In the fifth year of allocation and thereafter, 58 percent of the amount available for operating assistance pursuant to paragraph (1), not to exceed thirty-five million dollars (\$35,000,000). These funds shall be made available to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to support expanded ferry service, including increased frequencies of existing routes and the operation of new routes.

(ii) To the extent that funds provided pursuant to clause (i) are not requested for expenditure by WETA in a given year, the funds shall be held by the authority in a reserve account. Those funds shall be made available to WETA for any capital or operating purpose. Prior to receiving an allocation of those funds, WETA shall submit a request to the Metropolitan Transportation Commission detailing how the funds shall be used. An allocation of those funds shall constitute an augmentation of the funding provided in paragraph (5) of subdivision (a) and be treated as such in any reports by the authority regarding the Regional Measure 3 expenditure plan.

(C) Regional Express Bus. Thirty-four percent of the amount available for operating assistance pursuant to paragraph (1), not to exceed twenty million dollars (\$20,000,000), to be distributed for bus service in the bridge corridors, prioritizing bus routes that carry the greatest number of transit riders. To the extent that a portion or all of the toll revenue provided pursuant to this subparagraph is not needed in a given fiscal year, the Metropolitan Transportation Commission shall reduce the allocation accordingly.

(3) Prior to the allocation of revenue for transit operating assistance under subparagraphs (A) and (C) of paragraph (2), the Metropolitan Transportation Commission shall:

(A) Adopt performance measures related to fare-box recovery, ridership, or other indicators, as appropriate. The performance measures shall be developed in consultation with the affected project sponsors.

(B) Execute an operating agreement with the sponsor of the project. This agreement shall include, but is not limited to, an operating plan that is consistent with the adopted performance measures. The agreement shall include a schedule of projected fare revenues or other forecast revenue and any other operating funding that will be dedicated to the service or terminal. For any individual project sponsor, this operating agreement may include additional requirements, as determined by the commission.

(C) In an operating agreement executed pursuant to subparagraph (B), the Metropolitan Transportation Commission shall grant a project sponsor at least five years to achieve the adopted performance measures. The Metropolitan Transportation Commission shall use a ridership forecast as

the basis for performance measures adopted pursuant to subparagraph (A) and to establish performance measures in following years. If the transit service of a project sponsor does not achieve the performance measures within the timeframe granted to the project sponsor, the project sponsor shall notify the Metropolitan Transportation Commission. The Metropolitan Transportation Commission may revise the performance measures, extend the timeframe to achieve the performance measures, or take action to reduce the funding available for operations if the performance measures are not met within the new timeframe.

(4) Prior to Metropolitan Transportation Commission providing funding to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) under subdivision (a) or this subdivision, WETA and the MTC shall do the following, as applicable:

(A) WETA shall adopt a plan that includes systemwide and route-specific performance measures related to fare-box recovery, ridership, and any other measures as deemed appropriate by WETA in consultation with MTC.

(B) WETA and MTC shall execute an operating agreement that establishes a five-year plan for new or enhanced services and outlines incremental steps needed to achieve a reasonable level of service productivity and cost-effectiveness as compared to similar ferry services provided across the bay area.

(C) Subsequent to the time period identified in subparagraph (B), and if reasonable, but incomplete progress has been achieved to meet the performance measures identified in subparagraph (A), WETA, in consultation with MTC, may propose a new timeframe, not longer than an additional five years, to achieve the performance measures and take needed steps to remedy the service to meet the measures. In the event that the performance measures are not met within the new timeframe, WETA may seek additional time to achieve the measures and MTC may determine whether services should continue and may establish other conditions to service in consultation with WETA. In all cases, funds not spent or made available to WETA shall be returned to the reserve account established pursuant to clause (ii) of subparagraph (B) of paragraph (2).

(D) WETA shall use the plan identified in subparagraph (A) to prioritize the use of capital funding made available by this section to support its mission as the operator of ferry services.

(E) Nothing in this section shall restrict WETA with respect to meeting its obligations as the coordinating agency for water transit response to regional emergencies.

(d) (1) For all projects authorized under subdivision (a), the project sponsor shall submit an initial project report to the Metropolitan Transportation Commission within six months of the election approving the toll increase. This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated

report, shall include a detailed financial plan and shall notify the commission if the project sponsor will request toll revenue within the subsequent 12 months. The project sponsor shall update this report as needed or requested by the commission. No funds shall be allocated by the commission for any project authorized by subdivision (a) until the project sponsor submits the initial project report, and the report is reviewed and approved by the commission.

(2) If multiple project sponsors are listed for projects listed in subdivision (a), the commission shall identify a lead sponsor in coordination with all identified sponsors, for purposes of allocating funds. For any projects authorized under subdivision (a), the commission shall have the option of requiring a memorandum of understanding between itself and the project sponsor or sponsors that shall include any specific requirements that must be met prior to the allocation of funds provided under subdivision (a).

(e) If a program or project identified in subdivision (a) has cost savings after completion, taking into account construction costs and an estimate of future settlement claims, or cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign some or all of the funds to another project within the same bridge corridor. If a program or project identified in subdivision (a) is to be implemented with other funds not derived from tolls, the commission shall follow the same consultation and hearing process described above and may vote thereafter to reassign the funds to another project consistent with the intent of this chapter.

(f) If the voters approve a toll increase pursuant to Section 30923, the authority shall within 24 months of the election date include the projects in a long-range bridge toll plan. The authority shall update its long-range plan as required to maintain its viability as a strategic plan for funding projects authorized by this section. The authority shall, by January 1, 2020, submit its updated long-range bridge toll plan to the transportation policy committee of each house of the Legislature for review. This subdivision, to the extent a plan is prepared under this section, supersedes the requirement to prepare and submit a 20-year toll bridge expenditure plan to the Legislature for adoption pursuant to subdivision (h) of Section 30914.

(g) This section does not alter the obligations of the Metropolitan Transportation Commission with respect to the requirements of Section 65080 of the Government Code.

SEC. 8. Section 30915 of the Streets and Highways Code is amended to read:

30915. (a) With respect to all construction and improvement projects specified in Sections 30913, 30914, and 30914.7, project sponsors and the department shall seek funding from all other potential sources, including, but not limited to, the State Highway Account and federal matching funds.

The project sponsors and department shall report to the authority concerning the funds obtained under this subdivision.

(b) Local funds that have previously been committed to projects and programs identified in subdivision (a) of Section 30914.7 shall not be supplanted by the funding assigned to projects and programs pursuant to Section 30914.7 unless the project sponsor has secured a full funding plan for the project, or the local funds are needed to maintain transit service levels or fund a critical safety or maintenance need.

SEC. 9. Section 30916 of the Streets and Highways Code is amended to read:

30916. (a) The base toll rate for vehicles crossing the state-owned toll bridges within the geographic jurisdiction of the commission as of January 1, 2003, is as follows:

Number of Axles	Toll
Two axles	\$ 1.00
Three axles	3.00
Four axles	5.25
Five axles	8.25
Six axles	9.00
Seven axles & more	10.50

(b) If the voters approve a toll increase, pursuant to Section 30921, commencing July 1, 2004, the base toll rate for vehicles crossing the bridges described in subdivision (a) is as follows:

Number of axles	Toll
Two axles	\$ 2.00
Three axles	4.00
Four axles	6.25
Five axles	9.25
Six axles	10.00
Seven axles & more	11.50

(c) (1) If the voters approve a toll increase, pursuant to Section 30923, the authority shall increase the base toll rate for vehicles crossing the bridges described in subdivision (a) from the toll rates then in effect by the amount approved by the voters pursuant to Section 30923. The authority may, beginning six months after the election approving the toll increase, phase in the toll increase over a period of time and may adjust the toll increase for inflation based on the California Consumer Price Index after the toll increase has been phased in completely.

(2) Revenue generated from the adjustment of the toll to account for inflation pursuant to paragraph (1) may be expended for the following purposes:

(A) Bridge maintenance and rehabilitation necessary to preserve, protect, and replace the bridge structures consistent with subdivision (b) of Section 30950.3.

(B) Supplemental funding for the projects and programs authorized pursuant to subdivision (a) of Section 30914.7.

(d) The authority shall increase the amount of the toll only if required to meet its obligations on any bonds or to satisfy its covenants under any bond resolution or indenture. The authority shall hold a public hearing before adopting a toll schedule reflecting the increased toll charge.

(e) Nothing in this section shall be construed to prohibit the adoption of either a discounted commute rate for two-axle vehicles or of special provisions for high-occupancy vehicles under terms and conditions prescribed by the authority in consultation with the department.

SEC. 10. Section 30918 of the Streets and Highways Code is amended to read:

30918. (a) It is the intent of the Legislature to maintain tolls on all of the bridges specified in Section 30910 at rates sufficient to meet any obligation to the holders of bonds secured by the bridge toll revenues. The authority shall retain authority to set the toll schedule as may be necessary to meet those bond obligations. The authority shall provide at least 30 days' notice to the transportation policy committee of each house of the Legislature and shall hold a public hearing before adopting a toll schedule reflecting the increased toll rate.

(b) The authority shall increase the toll rates specified in the adopted toll schedule in order to meet its obligations and covenants under any bond resolution or indenture of the authority for any outstanding toll bridge revenue bonds issued by the authority and the requirements of any constituent instruments defining the rights of holders of related obligations of the authority entered into pursuant to Section 5922 of the Government Code and, notwithstanding Section 30887 or subdivision (d) of Section 30916 of this code, or any other law, may increase the toll rates specified in the adopted toll schedule to provide funds for the planning, design, construction, operation, maintenance, repair, replacement, rehabilitation, and seismic retrofit of the state-owned toll bridges specified in Section 30910 of this code, to provide funding to meet the requirements of Sections 30884 and 30911 of this code, and to provide funding to meet the requirements of voter-approved regional measures pursuant to Sections 30914, 30921, and 30923 of this code.

(c) Notwithstanding any other law, the authority's toll structure for the state-owned toll bridges specified in Section 30910 may vary from bridge to bridge and may include discounts consistent with the following:

(1) The authority may include discounts for the following vehicles:

(A) Vehicles classified by the authority as high-occupancy vehicles.

(B) Vehicles that pay for tolls electronically or through other non-cash methods. The authority may charge differential rates based on the chosen method.

(2) The authority shall provide a 50-percent discount on the amount of the toll increase approved pursuant to Section 30923 on the second bridge crossing for those commuters using a two-axle vehicle who pay tolls electronically or through other noncash methods and who cross two bridges specified in Section 30910 during commute hours. The authority shall establish reasonable and practical operating rules to implement this paragraph.

(d) If the authority establishes high-occupancy vehicle lane fee discounts or access for vehicles classified by the authority as high-occupancy vehicles for any bridge or segments of a highway that connect to the bridge, the authority shall establish the occupancy requirements that shall apply on each segment of highway that connects with that bridge, in consultation with the department.

(e) All tolls referred to in this section and Sections 30916, 31010, and 31011 may be treated by the authority as a single revenue source for accounting and administrative purposes and for the purposes of any bond indenture or resolution and any agreement entered into pursuant to Section 5922 of the Government Code.

(f) It is the intent of the Legislature that the authority should consider the needs and requirements of both its electronic and cash-paying customers when it designates toll payment options at the toll plazas for the toll bridges under its jurisdiction.

SEC. 11. Section 30920 of the Streets and Highways Code is amended to read:

30920. The authority may issue toll bridge revenue bonds to finance any or all of the projects, including those specified in Sections 30913, 30914, and 30914.7, if the issuance of the bonds does not adversely affect the minimum amount of toll revenue proceeds designated in Section 30913 and in paragraph (4) of subdivision (a) of, and subdivision (b) of, Section 30914 for rail extension and improvement projects and transit projects to reduce vehicular traffic. A determination of the authority that a specific project or projects shall have no adverse effect will be binding and conclusive in all respects.

SEC. 12. Section 30922 of the Streets and Highways Code is amended to read:

30922. Any action or proceeding to contest, question, or deny the validity of a toll increase provided for in this chapter, the financing of the transportation program contemplated by this chapter, the issuance of any bonds secured by those tolls, or any of the proceedings in relation thereto, shall be commenced within 60 days from the date of the election at which the toll increase is approved. After that date, the financing of the program, the issuance of the bonds, and all proceedings in relation thereto, including the adoption, approval, and collection of the toll increase, shall be held valid and incontestable in every respect.

SEC. 13. Section 30923 is added to the Streets and Highways Code, to read:

30923. (a) For purposes of the special election to be conducted pursuant to this section, the authority shall select an amount of the proposed increase in the toll rate, not to exceed three dollars (\$3), for vehicles crossing the bridges described in Section 30910 to be placed on the ballot for approval by the voters.

(b) The toll rate for vehicles crossing the bridges described in Section 30910 shall not be increased by the rate selected by the authority pursuant to subdivision (a) prior to the availability of the results of a special election to be held in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma to determine whether the residents of those counties and of the City and County of San Francisco approve the toll increase.

(c) (1) Notwithstanding any provision of the Elections Code, the Board of Supervisors of the City and County of San Francisco and of each of the counties described in subdivision (b) shall call a special election to be conducted in the City and County of San Francisco and in each of the counties that shall be consolidated with a statewide primary or general election, which shall be selected by the authority.

(2) The authority shall determine the ballot question, which shall include the amount of the proposed toll increase selected pursuant to subdivision (a) and a summary of the Regional Measure 3 expenditure plan. The ballot question shall be submitted to the voters as Regional Measure 3 and stated separately in the ballot from state and local measures.

(d) The ballot pamphlet for the special election shall include a summary of the Regional Measure 3 expenditure plan regarding the eligible projects and programs to be funded pursuant to Section 30914.7. The Metropolitan Transportation Commission shall prepare a summary of the Regional Measure 3 expenditure plan.

(e) The county clerks shall report the results of the special election to the authority. If a majority of all voters voting on the question at the special election vote affirmatively, the authority may phase in the increased toll schedule consistent with subdivision (c) of Section 30916.

(f) If a majority of all the voters voting on the question at the special election do not approve the toll increase, the authority may by resolution resubmit the measure to the voters at a subsequent statewide primary or general election. If a majority of all of the voters vote affirmatively on the measure, the authority may adopt the toll increase and establish its effective date and establish the completion dates for all reports and studies required by Sections 30914.7 and 30950.3.

(g) (1) Each county and city and county shall share translation services for the ballot pamphlet and shall provide the authority a certified invoice that details the incremental cost of including the measure on the ballot, as well as the total costs associated with the election.

(2) The authority shall reimburse each county and city and county participating in the election for the incremental cost of submitting the measure to the voters. These costs shall be reimbursed from revenues derived

from the tolls if the measure is approved by the voters, or, if the measure is not approved, from any bridge toll revenues administered by the authority.

(h) If the voters approve a toll increase pursuant to this section, the authority shall establish an independent oversight committee within six months of the effective date of the toll increase to ensure that any toll revenues generated pursuant to this section are expended consistent with the applicable requirements set forth in Section 30914.7. The oversight committee shall include two representatives from each county within the jurisdiction of the commission. Each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and shall be limited to two terms. The oversight committee shall annually review the expenditure of funds by the authority for the projects and programs specified in Section 30914.7 and prepare and submit a report to the transportation committee of each house of the Legislature summarizing its findings. The oversight committee may request any documents from the authority to assist the committee in performing its functions.

(i) If voters approve a toll increase pursuant to this section, the authority shall annually prepare a report to the Legislature, in conformance with Section 9795 of the Government Code, on the status of the projects and programs funded pursuant to Section 30914.7.

(j) Except as provided in subdivision (c) of Section 30916 and Section 30918, the toll increase adopted by the authority pursuant to this section shall not be changed without statutory authorization by the Legislature.

SEC. 14. Section 30950.3 of the Streets and Highways Code is amended to read:

30950.3. (a) The authority shall prepare, adopt, and from time to time revise, a long-range bridge toll plan for the completion of all projects within its jurisdiction, including those of the Regional Traffic Relief Plan described in subdivision (c) of Section 30914 and the Regional Measure 3 expenditure plan described in subdivision (a) of Section 30914.7.

(b) The authority shall give first priority to projects and expenditures that are deemed necessary by the department and the authority to preserve and protect the bridge structures.

SEC. 15. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



SFMTA
Municipal
Transportation
Agency



San Francisco Priority RM3 Candidates

Projects listed in alphabetical order; list is not prioritized ¹

(Amounts in \$millions)

Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask	Regional RM3 Ask
TRANSIT CORE CAPACITY					
a	BART Core Capacity /Metro Projects	TBD per CCTS	TBD per CCTS		TBD per CCTS
b	BART Expansion Vehicles	\$1,300	\$1,000		\$200
c	Core Capacity and Transit Reliability (SFMTA)	\$1,300	\$1,000	\$600	
d	Mission Bay Ferry Landing (Port of SF)	\$43	\$25		\$25
e	Muni Fleet Expansion and Facilities (SFMTA)	\$944	\$799	\$350	
f	Transbay Transit Center Operations	TBD per TJPA	TBD per TJPA		\$125
g	Transbay Transit Center Phase 2: Caltrain Downtown Extension	\$3,935	\$2,653-\$2,823		\$500
h	2nd Transbay Tube	TBD per CCTS	TBD per CCTS		TBD per CCTS
ACTIVE CONGESTION MANAGEMENT					
i	San Francisco Managed Lanes (SFCTA)	\$62	\$61		\$30
j	Treasure Island Mobility Management Program (SFCTA)	\$32	\$32	\$32	
k	Transportation Demand Management Program (MTC)	TBD	TBD		TBD
EQUITY					
l	BART Modernization (Embarcadero to Civic Center) ²	TBD per BART	TBD per BART		\$36
m	Bicycle/Pedestrian Facilities Program (MTC)	TBD	TBD		TBD
n	Lifeline Transportation Program (MTC)	TBD	TBD		TBD
o	Muni Metro Modernization (SFMTA) ²	\$175	\$175	\$75	
		TOTALS	\$5,745-\$5,915	\$1,057	\$916
¹ These priorities assume a continuation of the federal Capital Investment Grants (e.g. New Starts) and TIGER programs. Should Congress or the Administration take action to end these programs, we would anticipate shifting priorities.		% of RM3 Capital Program for \$3 toll level		21%	18%
² These projects could be combined as part of a regional transit accessibility program.		Total of SF and Regional RM3 Asks		\$1,973	
				39%	

RM3 Category - Capital Projects	Funds Available per Category	Category Project Sponsor*	# SF Priority Project	SF Project Sponsor*	Requested Funds	Total Project Cost	Top Priority for Early (2019) Allocation	Notes	
Ferry Enhancement Program			1	Mission Bay Ferry Landing	Port of SF	\$25M	\$43M	yes	Included in WETA strategic plan. Construction planned to begin in 2019.
	\$300M	WETA	2	Treasure Island Mobility Management Program: Ferry Vessels	TIMMA	\$6M	\$6M		High performer Plan Bay Area 2040. Treasure Island service included in WETA strategic plan. \$3M for each of two small vessels, procurement in years 2021 and 2026.
Core Capacity Transit Improvements [NOTE: priority is given to AC Transit projects in Tiers 1 and 2 of the Core Capacity Transit Study**]			3	Muni Forward: L Taraval	SFMTA	\$20M	\$105M	yes	CCTS Tier 1 Prerequisite Project. Closes funding gap. Construction planned for 2019-2021. Local funds will be used should RM3 funding not be available when needed.
			4	SFGO Transit Signal Priority	SFMTA	\$10M	\$27M		CCTS Tier 1 Prerequisite Project.
			5	16th Street Corridor Transit Priority (22 Fillmore)	SFMTA	\$5M	\$68M		CCTS Tier 1 Prerequisite Project. Local funds will be used should RM3 funding not be available when needed.
	\$140M	MTC; ACTC; AC Transit	6	Better Market Street	SFPW	\$20M	\$504M		CCTS Tier 2 Prerequisite Project. Top priority to close gap on Phase 1 construction (\$4.87M) for 6th-8th Streets. The project team would like to add an extra block (5th-6th Streets) to the project, at a cost of \$20M. Construction advertisement anticipated in calendar year 2019.
		MTC; other express lane authorized agencies	7	San Francisco 101 and 280 Managed Lanes	SFCTA	\$73M	\$77M		Most immediate need for planning and environmental work.
Bay Area Express Lanes	\$300M		8	Rail to the Richmond	SFCTA	\$1M	TBD		For planning to complement the Bay Crossings study and ConnectSF Transit Corridor Study.
Transbay Rail Crossing	\$50M	BART	9	Muni New Light Rail Vehicles	SFMTA	\$56M	\$1,072M	yes	Assumes accelerated LRV replacement scenario. Fills project gap (\$18M) and revenue sources where the timing is uncertain (\$38M in developer fees, new revenues). Anticipate requesting allocation in FYs 2020, 2022 and 2025.
Muni Fleet Expansion and Facilities (continud on next page)			10	Muni Metro East Maintenance Facility	SFMTA	\$43M	\$79M		Facility expansion to accommodate larger LRV fleet. Anticipate requesting allocation in FYs 2021, 2023.
			11	Muni Maintenance Facility Rehab and Expansion	SFMTA	\$17M	TBD		Anticipate requesting allocation in FYs 2021, 2022.
	\$140M	SFMTA	12	Muni Electric Bus Pilot Program Procurement	SFMTA	\$15M	\$15M	yes	Funding to purchase buses and batteries, complementing federal grant funds for electric bus infrastructure. Requesting allocation in FY 2020.

RM3 Category - Capital Projects	Funds Available per Category	Category Project Sponsor*	#	SF Priority Project	SF Project Sponsor*	Requested Funds	Total Project Cost	Top Priority for Early (2019) Allocation	Notes
Muni Fleet Expansion and Facilities (cont'd)	\$140M	SFMTA	13	Castro Muni Metro Station New Elevator	SFMTA	\$9M	\$19M		Anticipate requesting allocation in FY 2021.
Caltrain Downtown Extension	\$325M	TBD (agency designated to build project)	14	Caltrain Downtown Extension	TJPA	\$325M	\$3,381M to \$4,676M		Early request anticipated for right-of-way.
BART Expansion Cars	\$500M	BART	15	BART Expansion Cars	BART	\$500M	\$1,618M		
RM3 Category - Competitive Capital Program	Funds Available per Category	Category Project Sponsor	#	SF Priority Project	SF Project Sponsor	Requested Funds	Total Project Cost	Top Priority for Early (2019) Allocation	Notes: the following projects are included for reference and are not subject IPR requirements
San Francisco Bay Trail/ Safe Routes to Transit	\$150M	MTC	16	TBD	TBD	TBD	n/a		Competitive program to be developed by MTC.
RM3 Category - Operating Program	Funds Available per Category	Category Project Sponsor	#	SF Priority Project	SF Project Sponsor	Requested Funds	Total Project Cost	Top Priority for Early (2019) Allocation	Notes: the following projects are included for reference and are not subject IPR requirements
Ferry Operating Program	up to \$35M annually	WETA	17	Treasure Island Mobility Management Program: Ferry Operations	TIMMA	\$15M	\$2.6M annually	yes	High performer Plan Bay Area 2040. Treasure Island service included in WETA strategic plan. Service to begin in 2021. Program is expected to be self-sustaining after the first five years.
Regional Express Bus Operating Program	up to \$20M annually	TBD	18	Express Bus on SF Managed Lanes	SFMTA	TBD	\$40M annually		Funding to support four new routes utilizing the managed lanes in San Francisco on US-101 and I-280 north of the divide.
Transbay Terminal Operating Program	up to \$5M annually	TJPA	19	Transbay Terminal Operations	TJPA	TBD	TBD		Funding to support transportation-related costs associated with operating the terminal.

*Acronyms include: ACTC, Alameda County Transportation Commission; BART, Bay Area Rapid Transit; CCTS, Core Capacity Transit Study; IPR, Initial Project Report; MTC, Metropolitan Transportation Commission; SFCTA, San Francisco County Transportation Authority; SFMTA, San Francisco Municipal Transportation Agency; TIMMA, Treasure Island Mobility Management Agency; TJPA, Transbay Joint Powers Authority; WETA, San Francisco Bay Area Water Emergency Transportation Authority

** https://mtc.ca.gov/sites/default/files/Prerequisite_Projects.pdf



Memorandum

Date: November 8, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 11/27/2018 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2018

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the quarterly internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2018/19 period ending September 30, 2018.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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Background.

Our Fiscal Policy (Resolution 18-07) establishes an annual audit requirement and directs staff to report to the Board the agency’s actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy, Resolution 18-07, (Investment Policy) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report.

Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a “Balance Sheet” (Attachment 1) and a “Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison” (Attachment 2). In Attachment 2, the last two columns show, respectively, the budget values and the variance of revenues and expenditures, as compared to the approved budget. For the three months ending September 30, 2018, the numbers in the approved budget column are one-fourths of the total amended annual budget for Fiscal Year (FY) 2018/19, including the Treasure Island Mobility Management Agency. Although the sales tax (Prop K), vehicle registration fees (Prop AA), accruals, revolving credit loan, and sales tax revenue bond are included for the nine-month totals, the Internal Accounting Report does not include: 1) the Governmental Accounting Standards Board Statement Number 34 adjustments or the other accruals that are done at the end of the FY, nor 2) investment income from the deposits and income with the city treasurer. The Balance Sheet values, as of September 30, 2018, are used as the basis for the Investment Policy compliance review.

Investment Report.

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

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

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

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

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

Balance Sheet Analysis.

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of September 30, 2018. Cash, deposits, investments, and restricted cash (Bonds Proceeds), total to \$189.2 million, as of September 30, 2018. Other assets total \$24.9 million and includes \$5.5 million of program receivable and \$17.3 million in sales tax receivable. Liabilities total \$300.5 million, as of September 30, 2018 and include \$4.4 million in accounts payable, an outstanding revolving credit loan of \$24.7 million, and sales tax revenue bond par and premium amount (Series 2017) of \$270.1 million.

There is a negative of \$90.9 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount is obtained as follows: \$15.1 million is restricted for capital projects and \$106 million is an unassigned negative fund balance. The unassigned negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (i.e., future) revenues. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them. A negative fund balance is a result of how these commitments are accounted for and it does not affect the viability of the projects or grants. In addition, we does not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax

Agenda Item 14

funds, which can result in a negative position. This reporting of all legal funding commitments without the corresponding revenue or assets creates or largely contributes to the \$106 million unassigned negative fund balance.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (Attachment 2) compares budgeted to actual levels for revenues and expenditures for the first three months (one quarter) of the fiscal year. We earned \$29.3 million in revenues, including \$26 million in sales tax revenues, and \$1.5 million in total program revenues, for the three months, ending September 30, 2018.

As of September 30, 2018, we incurred \$5.5 million of expenditures, including \$2.2 million in capital projects costs, \$922,426 in debt service cost the 2017 bond series and the revolving credit loan, and \$2.3 million for personnel and non-personnel expenditures.

For the three months, ending September 30, 2018, revenues were lower than budgetary estimates by \$1.5 million. Majority of the differences related to lower program revenue than budget by \$1.3 million, primarily due to Yerba Buena Island Bridge Structures and Treasure Island Mobility Management Agency projects. Contract awards related to these projects are underway and we anticipate a higher level of program revenues and expenditures during the next quarters. Total expenditures were lower than the budgetary estimates by \$60.3 million. This amount includes a favorable variance of \$360,462 for personnel and non-personnel expenditures, a favorable variance of \$52.5 million in capital project costs, and a favorable variance of \$7.4 million of debt service cost. The variance in debt service cost is due to timing of the planned final repayment for the revolving credit loan. The variance in capital project costs is due to costs from project sponsors that have not yet been received for the first quarter. We anticipate a higher level of Prop K reimbursement requests and personnel and non-personnel costs during the next quarter.

Investment Compliance.

As of September 30, 2018, approximately 69 percent of our investable assets, excluding the bond proceeds held by US Bank, per the terms of the debt indenture, were invest in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditures requirements for the next six months. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

Debt Expenditure Compliance.

As of September 30, 2018, the Transportation Authority has \$24.7 million outstanding in the Revolver Loan. In Fiscal Year 2018/19, the Transportation Authority planned to repay the remaining balance before the end of the calendar year to minimize interest costs.

As of September 30, 2018, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$88.1 million. The available balance of remaining bond proceeds to be spent is \$115.9 million. These are no changes to those balances due to costs from project sponsors that have not yet been received for the first quarter. Total earned interest to date from bond proceeds amount to \$1.7 million. More details on these expenditures are included in Attachment 2.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Balance Sheet (unaudited)

Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget
Comparison (unaudited)

Attachment 3 – Investment Report for September 30, 2018

Attachment 4 – Debt Expenditure Report for September 30, 2018

**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
ATTACHMENT I**

Balance Sheet (unaudited)
Governmental Funds
September 30, 2018

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total
Assets:						
Cash In Bank	\$ 3,643,513	\$ -	\$ 1,206,370	\$ 13,714,769	\$ -	\$ 18,564,652
Deposits and Investments with City Treasurer	41,225,683	-	-	-	-	41,225,683
Restricted Cash (Bond Proceeds)	129,439,380	-	-	-	-	129,439,380
Sales Tax Receivable	17,301,671	-	-	-	-	17,301,671
Vehicle Registration Fees Receivable	-	-	-	817,950	-	817,950
Interest Receivable from the City and County of San Francisco	49,473	-	-	-	-	49,473
Program Receivable	-	3,941,540	402,016	-	1,128,397	5,471,953
Other Receivable	177,407	-	-	-	-	177,407
Due From Other Funds	1,010,311	-	-	-	-	1,010,311
Prepaid Costs and Deposits	81,580	-	-	-	-	81,580
Total Assets	\$ 192,929,018	\$ 3,941,540	\$ 1,608,386	\$ 14,532,719	\$ 1,128,397	\$ 214,140,060
Liabilities:						
Accounts Payable	\$ 3,754,480	\$ 349,447	\$ 77,387	\$ 74,341	\$ 140,057	\$ 4,395,712
Accrued Salaries and Taxes	307,725	-	-	-	-	307,725
Due to Other Funds	-	376,477	427,607	89,138	117,089	1,010,311
Revolver Credit Loan	24,664,165	-	-	-	-	24,664,165
Sales Tax Revenue Bond (Series 2017)	270,133,005	-	-	-	-	270,133,005
Total Liabilities	\$ 298,859,375	\$ 725,924	\$ 504,994	\$ 163,479	\$ 257,146	\$ 300,510,918
Deferred Inflows of Resources:						
Unavailable Program Revenues	\$ -	\$ 3,215,616	\$ 402,016	\$ -	\$ 871,251	\$ 4,488,883
Fund Balances (Deficit):						
Nonspendable	81,580	-	-	-	-	81,580
Restricted for Capital Projects	-	-	701,376	14,369,240	-	15,070,616
Unassigned	(106,011,937)	-	-	-	-	(106,011,937)
Total Fund Balances (Deficit)	\$ (105,930,357)	\$ -	\$ 701,376	\$ 14,369,240	\$ -	\$ (90,859,741)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 192,929,018	\$ 3,941,540	\$ 1,608,386	\$ 14,532,719	\$ 1,128,397	\$ 214,140,060

**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
ATTACHMENT 2**

Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
Governmental Funds

For the Three Months Ending September 30, 2018

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total	Adopted Budget Fiscal Year 2018/19	Variance With Final Budget Positive (Negative)
Revenues:								
Sales Tax	\$ 26,022,964	\$ -	\$ -	\$ -	\$ -	\$ 26,022,964	\$ 26,615,409	\$ (592,445)
Vehicle Registration Fee	-	-	-	1,229,599	-	1,229,599	1,232,500	(2,901)
Investment Income	532,220	-	458	2,482	-	535,160	136,320	398,840
Program Revenue	3,409	1,226,266	-	-	257,146	1,486,821	2,808,864	(1,322,043)
Other Revenue	12,780	-	-	-	-	12,780	11,180	1,600
Total Revenues	\$ 26,571,373	\$ 1,226,266	\$ 458	\$ 1,232,081	\$ 257,146	\$ 29,287,324	\$ 30,804,273	\$ (1,516,949)
Expenditures:								
Personnel Expenditures	\$ 1,147,491	\$ 446,707	\$ 11,791	\$ 6,437	\$ 129,927	\$ 1,742,353	\$ 1,911,988	\$ 169,635
Non-personnel Expenditures	561,750	22,566	-	15	479	584,810	775,637	190,827
Capital Project Costs	1,515,954	615,090	31,384	-	83,695	2,246,123	54,724,149	52,478,026
Debt Service								
Principal	-	-	-	-	-	-	6,000,000	6,000,000
Interest and fiscal charges	922,426	-	-	-	-	922,426	2,353,063	1,430,637
Total Expenditures	\$ 4,147,621	\$ 1,084,363	\$ 43,175	\$ 6,452	\$ 214,101	\$ 5,495,712	\$ 65,764,837	\$ 60,269,125
Excess of Revenues over Expenditures	\$ 22,423,752	\$ 141,903	\$ (42,717)	\$ 1,225,629	\$ 43,045	\$ 23,791,612	\$ (34,960,564)	\$ (61,786,074)
Other financing sources (uses):								
Transfers In and out	\$ 184,948	\$ (141,903)	\$ -	\$ -	\$ (43,045)	\$ -	\$ -	\$ -
Draw on Reporting Credit Agreement	-	-	-	-	-	-	30,250,000	-
Net Change in Fund Balances	\$ 22,608,700	\$ -	\$ (42,717)	\$ 1,225,629	\$ -	\$ 23,791,612	\$ (4,710,564)	\$ (61,786,074)
Fund Balances (Deficit), Beginning of the Period	\$ 166,258,113	\$ -	\$ 744,093	\$ 13,143,611	\$ -	\$ 180,145,817		
Revolver Credit Loan	(24,664,165)	-	-	-	-	(24,664,165)		
Sales Tax Revenue Bond (Series 2017)	(270,133,005)	-	-	-	-	(270,133,005)		
Fund Balances (Deficit), End of the Period	\$ (105,930,357)	\$ -	\$ 701,376	\$ 14,369,240	\$ -	\$ (90,859,741)		

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



José Cisneros, Treasurer

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

Investment Report for the month of September 2018

October 15, 2018

**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**

Ladies and Gentlemen,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of September 30, 2018. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of September 2018 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	September 2018	Fiscal YTD	August 2018
Average Daily Balance	\$ 9,935	\$ 9,911	\$ 9,947	\$ 10,054
Net Earnings	52.60	17.57	35.02	17.84
Earned Income Yield	2.10%	2.16%	2.07%	2.09%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	WAM
Investment Type	Portfolio	Value	Value	Coupon	YTM	
U.S. Treasuries	9.66%	\$ 950.8	\$ 945.5	1.05%	1.95%	405
Federal Agencies	48.96%	4,851.6	4,792.2	1.99%	2.05%	690
State & Local Government						
Agency Obligations	1.93%	191.8	188.5	1.91%	1.68%	446
Public Time Deposits	0.26%	25.2	25.2	2.13%	2.13%	77
Negotiable CDs	19.61%	1,917.8	1,919.1	2.46%	2.46%	142
Commercial Paper	6.96%	675.7	680.8	0.00%	2.34%	73
Medium Term Notes	1.00%	98.4	98.2	2.35%	2.49%	226
Money Market Funds	4.36%	426.4	426.4	1.93%	1.93%	1
Supranationals	7.27%	717.9	711.6	3.26%	2.21%	650
Totals	100.0%	\$ 9,855.5	\$ 9,787.4	1.85%	2.15%	468

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, Ron Gerhard, Reeta Madhavan, Charles Perl
Ben Rosenfield, Controller, Office of the Controller
Tonia Lediju, Internal Audit, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary Pooled Fund

As of September 30, 2018

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 960.0	\$ 950.8	\$ 945.5	99.44	9.66%	100%	Yes
Federal Agencies	4,855.5	4,851.6	4,792.2	98.78	48.96%	100%	Yes
State & Local Government Agency Obligations	190.1	191.8	188.5	98.29	1.93%	20%	Yes
Public Time Deposits	25.2	25.2	25.2	100.00	0.26%	100%	Yes
Negotiable CDs	1,917.8	1,917.8	1,919.1	100.06	19.61%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	684.0	675.7	680.8	100.75	6.96%	25%	Yes
Medium Term Notes	98.5	98.4	98.2	99.82	1.00%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government LAIF	426.4	426.4	426.4	100.00	4.36%	20%	Yes
Supranationals	721.3	717.9	711.6	99.12	7.27%	30%	Yes
TOTAL	\$ 9,878.7	\$ 9,855.5	\$ 9,787.4	99.31	100.00%	-	Yes

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.

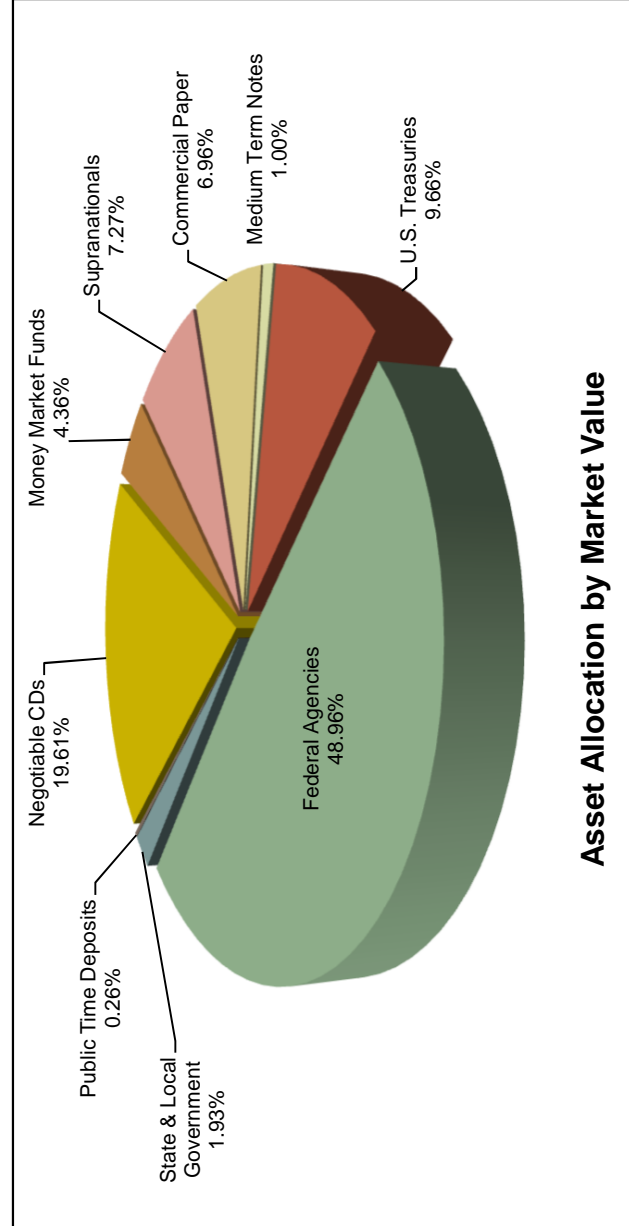
City and County of San Francisco

Pooled Fund Portfolio Statistics

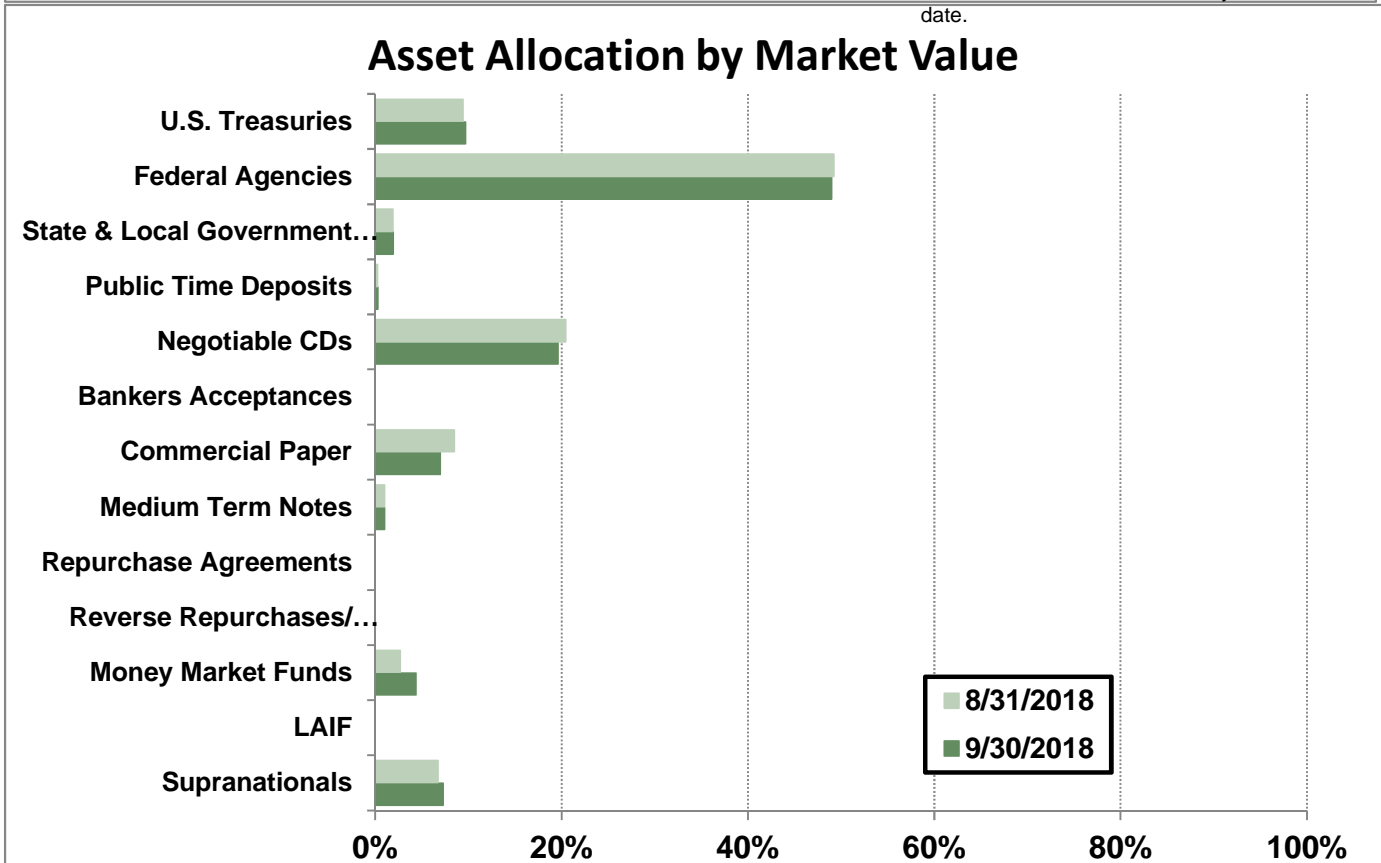
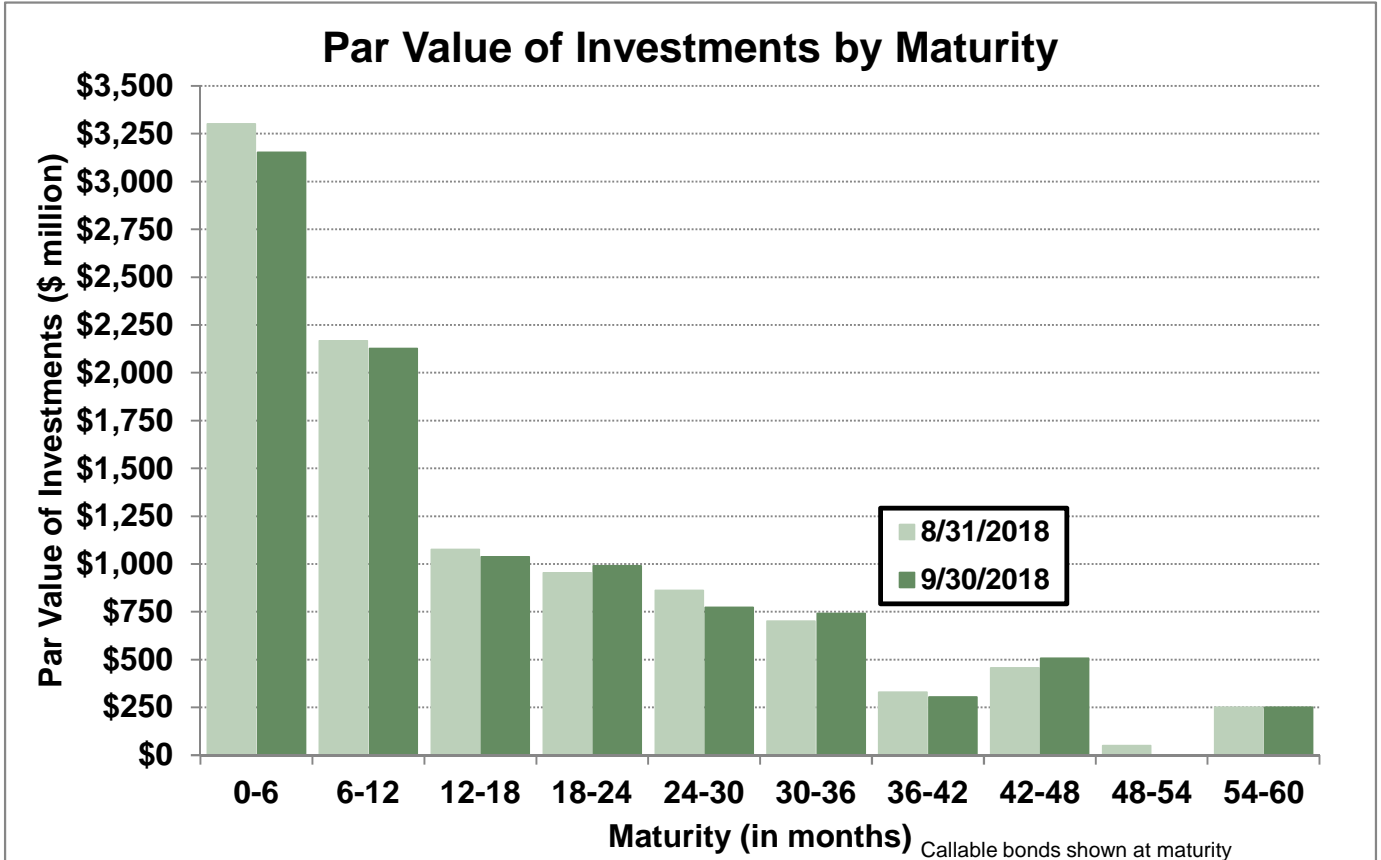
For the month ended September 30, 2018

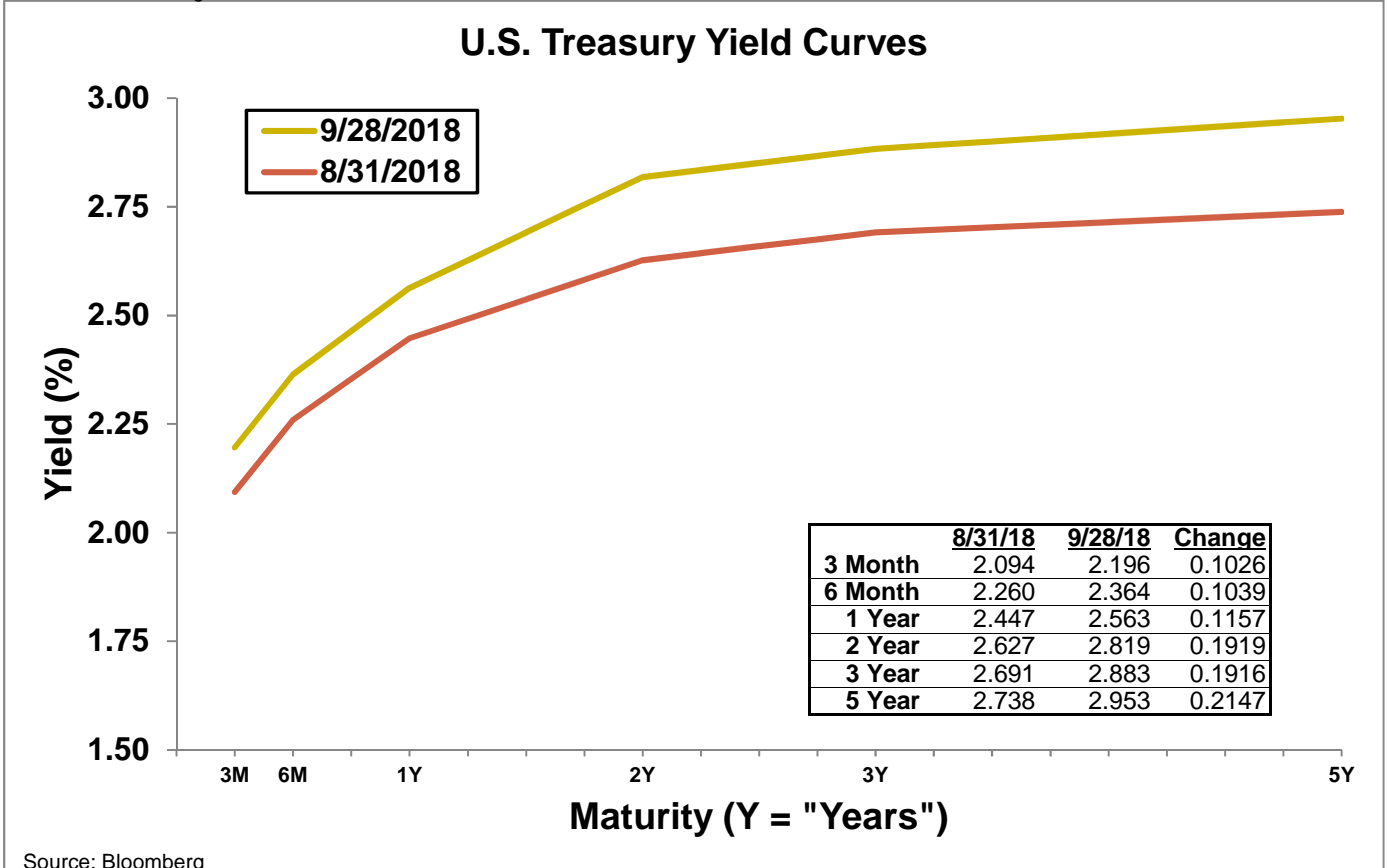
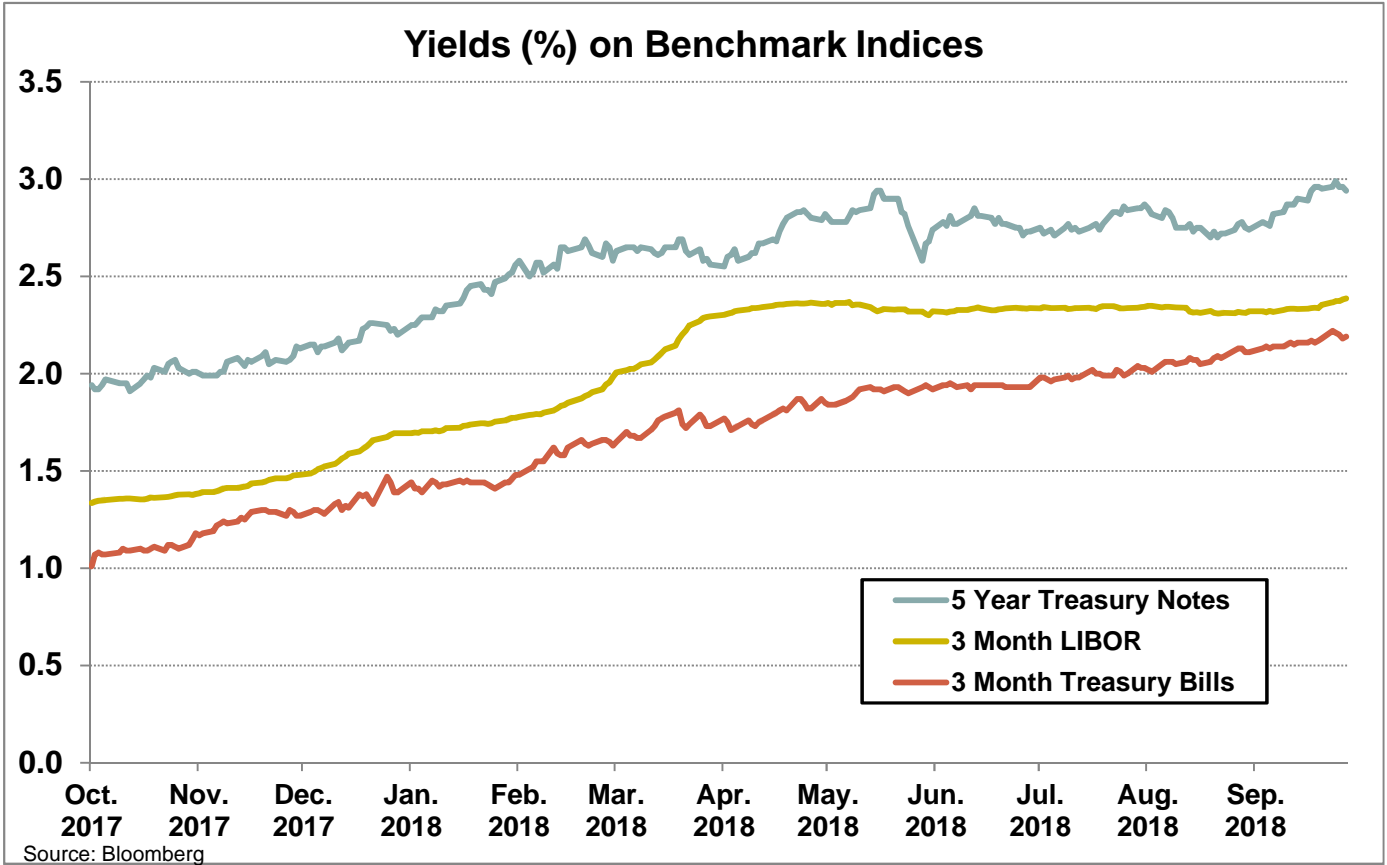
Average Daily Balance \$9,910,609,624
 Net Earnings \$17,573,724
 Earned Income Yield 2.16%
 Weighted Average Maturity 468 days

Investment Type	Par Value (\$ million)	Book Value	Market Value
U.S. Treasuries	\$ 960.0	\$ 950.8	\$ 945.5
Federal Agencies	4,855.5	4,851.6	4,792.2
State & Local Government			
Agency Obligations	190.1	191.8	188.5
Public Time Deposits	25.2	25.2	25.2
Negotiable CDs	1,917.8	1,917.8	1,919.1
Commercial Paper	684.0	675.7	680.8
Medium Term Notes	98.5	98.4	98.2
Money Market Funds	426.4	426.4	426.4
Supranationals	721.3	717.9	711.6
Total	\$ 9,878.7	\$ 9,855.5	\$ 9,787.4



Portfolio Analysis
Pooled Fund





Investment Inventory Pooled Fund

As of September 30, 2018

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912828L81	US TREASURY	12/13/2017	10/15/2018	0.88 \$	50,000,000 \$	49,666,016 \$	49,984,720 \$	49,978,000
U.S. Treasuries	912828L81	US TREASURY	01/10/2018	10/15/2018	0.88	50,000,000	49,671,875	49,983,476	49,978,000
U.S. Treasuries	912828T83	US TREASURY	02/15/2018	10/31/2018	0.75	25,000,000	24,795,898	24,976,267	24,973,500
U.S. Treasuries	912828WD8	US TREASURY	12/19/2017	10/31/2018	1.25	50,000,000	49,804,688	49,981,458	49,967,000
U.S. Treasuries	912828N63	US TREASURY	06/25/2018	01/15/2019	1.13	15,000,000	14,914,453	14,955,549	14,951,100
U.S. Treasuries	912828V56	US TREASURY	02/15/2018	01/31/2019	1.13	50,000,000	49,574,219	49,851,585	49,802,500
U.S. Treasuries	912828P53	US TREASURY	04/12/2018	02/15/2019	0.75	50,000,000	49,437,500	49,750,607	49,701,000
U.S. Treasuries	912796PT0	TREASURY BILL	03/01/2018	02/28/2019	0.00	50,000,000	48,978,778	49,579,167	49,531,250
U.S. Treasuries	912828Q52	US TREASURY	05/10/2018	04/15/2019	0.88	50,000,000	49,400,978	49,637,454	49,586,000
U.S. Treasuries	912828Q52	US TREASURY	06/07/2018	04/15/2019	0.88	50,000,000	49,457,885	49,619,641	49,586,000
U.S. Treasuries	912828R44	US TREASURY	05/10/2018	05/15/2019	0.88	35,000,000	34,499,609	34,694,356	34,654,200
U.S. Treasuries	912796QH5	TREASURY BILL	05/24/2018	05/23/2019	0.00	60,000,000	58,619,833	59,112,750	59,081,451
U.S. Treasuries	912828XS4	US TREASURY	06/20/2017	05/31/2019	1.25	50,000,000	49,896,484	49,964,717	49,586,000
U.S. Treasuries	912828T59	US TREASURY	05/18/2018	10/15/2019	1.00	25,000,000	24,514,728	24,626,289	24,573,250
U.S. Treasuries	912828T59	US TREASURY	08/15/2018	10/15/2019	1.00	50,000,000	49,301,432	49,230,226	49,146,500
U.S. Treasuries	912828N8	US TREASURY	01/16/2018	12/31/2019	1.88	50,000,000	49,871,094	49,917,673	49,484,500
U.S. Treasuries	912828XU9	US TREASURY	06/20/2017	06/15/2020	1.50	50,000,000	49,982,422	49,989,962	48,929,500
U.S. Treasuries	912828S27	US TREASURY	08/15/2017	06/30/2021	1.13	25,000,000	24,519,531	24,659,427	23,849,500
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021	1.25	50,000,000	49,574,219	49,735,997	47,592,000
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021	1.75	100,000,000	99,312,500	99,561,638	96,539,000
U.S. Treasuries	912828XW5	US TREASURY	08/15/2017	06/30/2022	1.75	25,000,000	24,977,539	24,982,738	23,969,750
Subtotals					1.05 \$	\$960,000,000 \$	\$950,771,682 \$	\$954,795,698 \$	\$945,460,001

Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	06/17/2016	10/17/2018	2.29 \$	25,000,000 \$	25,000,000 \$	25,000,000 \$	25,002,750
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	06/17/2016	10/17/2018	2.29	25,000,000	25,000,000	25,000,000	25,002,750
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	11/08/2017	12/14/2018	1.75	2,770,000	2,775,337	2,770,985	2,767,313
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	12/20/2016	12/14/2018	1.75	15,000,000	15,127,350	15,013,016	14,985,450
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	08/23/2017	12/14/2018	1.75	25,000,000	25,136,250	25,021,093	24,975,750
Federal Agencies	3135G0G72	FANNIE MAE	11/08/2017	12/14/2018	1.13	3,775,000	3,756,648	3,771,613	3,766,469
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	06/02/2016	01/02/2019	2.26	25,000,000	25,000,000	25,000,000	25,017,500
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	01/03/2017	01/03/2019	2.15	25,000,000	25,000,000	25,000,000	25,013,000
Federal Agencies	3130AAE46	FEDERAL HOME LOAN BANK	04/04/2018	01/16/2019	1.25	8,270,000	8,214,426	8,249,281	8,245,521
Federal Agencies	3130A8VZ3	FREDDIE MAC	01/17/2017	01/17/2019	2.00	25,000,000	25,000,000	25,000,000	24,986,250
Federal Agencies	3132X0EK3	FARMER MAC	07/28/2016	01/25/2019	1.05	25,000,000	25,000,000	25,000,000	24,903,000
Federal Agencies	3134GAS39	FREDDIE MAC	02/01/2017	02/01/2019	2.00	25,000,000	25,000,000	25,000,000	25,022,000
Federal Agencies	3132X0R94	FARMER MAC	04/05/2018	02/15/2019	2.14	25,000,000	25,000,000	25,000,000	24,982,750
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	05/25/2016	02/25/2019	2.39	50,000,000	50,000,000	50,000,000	50,054,500
Federal Agencies	3130AAXX1	FEDERAL HOME LOAN BANK	04/06/2018	03/18/2019	1.38	9,500,000	9,429,985	9,466,004	9,456,680
Federal Agencies	3132X0ED9	FARMER MAC	04/06/2018	03/18/2019	1.38	50,000,000	49,621,252	49,816,099	49,772,000
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	01/19/2016	03/19/2019	2.41	40,000,000	40,000,000	40,000,000	40,046,000
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	03/22/2018	03/22/2019	2.13	25,000,000	24,993,050	24,996,725	24,964,500
Federal Agencies	3134GBFR8	FREDDIE MAC	04/05/2017	04/05/2019	1.40	25,000,000	25,000,000	25,000,000	24,866,250
Federal Agencies	3137EADZ9	FREDDIE MAC	05/10/2018	04/15/2019	1.13	19,979,000	19,781,033	19,855,880	19,837,748
Federal Agencies	3133EF7L5	FEDERAL FARM CREDIT BANK	06/06/2018	05/16/2019	1.17	5,900,000	5,838,935	5,857,174	5,845,130
Federal Agencies	3133EGAV7	FEDERAL FARM CREDIT BANK	12/05/2017	05/17/2019	1.17	50,350,000	49,861,605	50,139,102	49,936,627
Federal Agencies	3136G3QP3	FANNIE MAE	05/24/2016	05/24/2019	1.25	10,000,000	10,000,000	10,000,000	9,922,300
Federal Agencies	3130ABF92	FEDERAL HOME LOAN BANK	05/12/2017	05/28/2019	1.38	30,000,000	29,943,300	29,981,835	29,778,900

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	3133EHLG6	FEDERAL FARM CREDIT BANK	05/30/2017	05/30/2019	1.32	27,000,000	26,983,800	26,994,652	26,790,480
Federal Agencies	3130AEFB1	FEDERAL HOME LOAN BANK	06/06/2018	06/06/2019	2.25	12,450,000	12,439,169	12,442,641	12,426,221
Federal Agencies	3133EHMR1	FEDERAL FARM CREDIT BANK	06/12/2017	06/12/2019	1.38	50,000,000	50,000,000	50,000,000	49,607,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	06/09/2017	06/14/2019	1.63	25,000,000	25,105,750	25,036,833	24,842,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	08/23/2017	06/14/2019	1.63	25,000,000	25,108,750	25,042,182	24,842,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	08/09/2017	06/14/2019	1.63	35,750,000	35,875,840	35,797,797	35,524,775
Federal Agencies	3134G9QW0	FREDDIE MAC	06/14/2016	06/14/2019	1.28	50,000,000	50,000,000	50,000,000	49,562,500
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	08/23/2017	07/01/2019	1.40	15,000,000	15,005,400	15,002,178	14,870,550
Federal Agencies	3133EGJX4	FEDERAL FARM CREDIT BANK	05/23/2016	07/05/2019	1.08	35,370,000	34,836,267	35,007,637	34,975,978
Federal Agencies	3134G9YR2	FREDDIE MAC	07/12/2018	07/12/2019	2.00	50,000,000	50,000,000	50,000,000	49,817,500
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	04/19/2018	08/05/2019	0.88	5,000,000	4,905,088	4,938,197	4,928,100
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	05/10/2018	08/05/2019	0.88	6,000,000	5,886,596	5,922,725	5,913,720
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	04/19/2018	08/05/2019	0.88	24,000,000	23,545,680	23,704,164	23,654,880
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	09/27/2018	08/05/2019	0.88	36,010,000	35,531,207	35,492,416	35,492,176
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	06/09/2016	08/09/2019	2.32	25,000,000	25,000,000	25,000,000	25,056,000
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	06/09/2016	08/09/2019	2.32	25,000,000	25,000,000	25,000,000	25,056,000
Federal Agencies	3134G94F1	FREDDIE MAC	08/15/2016	08/15/2019	1.50	25,000,000	25,000,000	25,000,000	24,738,750
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	12/20/2016	08/20/2019	2.20	50,000,000	50,000,000	50,000,000	50,084,000
Federal Agencies	3135G0P23	FANNIE MAE	08/30/2016	08/23/2019	1.25	20,000,000	20,000,000	20,000,000	19,751,600
Federal Agencies	3136G3X59	FANNIE MAE	08/23/2016	08/23/2019	1.10	25,000,000	25,000,000	25,000,000	24,669,250
Federal Agencies	3134G9GS0	FREDDIE MAC	05/26/2016	08/26/2019	1.25	25,000,000	25,000,000	25,000,000	24,689,500
Federal Agencies	3134GAFY5	FREDDIE MAC	11/28/2017	08/28/2019	1.30	8,450,000	8,374,795	8,410,983	8,349,614
Federal Agencies	3134GAHR8	FREDDIE MAC	09/23/2016	09/23/2019	1.75	25,000,000	25,000,000	25,000,000	24,891,250
Federal Agencies	3135G0Q30	FANNIE MAE	10/21/2016	09/27/2019	1.18	50,000,000	50,000,000	50,000,000	49,269,000
Federal Agencies	3132X0KH3	FARMER MAC	10/06/2016	10/01/2019	2.35	50,000,000	50,000,000	50,000,000	50,083,500
Federal Agencies	3133EGXK6	FEDERAL FARM CREDIT BANK	12/01/2016	10/11/2019	1.12	20,000,000	19,732,000	19,851,988	19,697,000
Federal Agencies	3134G8TG4	FREDDIE MAC	04/11/2016	10/11/2019	1.50	15,000,000	15,000,000	15,000,000	14,820,000
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	10/13/2016	10/21/2019	1.50	21,500,000	21,481,945	21,480,147	21,240,925
Federal Agencies	3136G0T68	FANNIE MAE	08/28/2017	10/24/2019	1.33	14,000,000	13,968,220	13,984,332	13,797,140
Federal Agencies	3134GBHT2	FREDDIE MAC	09/12/2017	10/25/2019	1.63	50,000,000	50,024,500	50,012,329	49,447,000
Federal Agencies	3136G4FJ7	FANNIE MAE	10/25/2016	10/25/2019	1.20	25,000,000	25,000,000	25,000,000	24,614,750
Federal Agencies	3136G4E22	FANNIE MAE	10/28/2016	10/30/2019	1.13	50,000,000	49,950,000	49,982,042	49,178,000
Federal Agencies	3134GAVL5	FREDDIE MAC	11/04/2016	11/04/2019	1.17	100,000,000	100,000,000	100,000,000	98,353,000
Federal Agencies	3133EJRU5	FEDERAL FARM CREDIT BANK	06/14/2018	11/14/2019	2.45	50,000,000	49,987,500	49,990,130	49,891,000
Federal Agencies	3136G3LV5	FANNIE MAE	05/26/2016	11/26/2019	1.35	8,950,000	8,950,000	8,950,000	8,813,781
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	12/02/2016	12/02/2019	2.26	50,000,000	50,000,000	50,000,000	50,136,000
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/2017	12/13/2019	2.38	11,360,000	11,464,888	11,423,106	11,314,560
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/12/2017	12/13/2019	2.38	20,000,000	20,186,124	20,111,522	19,920,000
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/2017	12/13/2019	2.38	40,000,000	40,369,200	40,222,129	39,840,000
Federal Agencies	3132X0PG0	FARMER MAC	02/10/2017	01/03/2020	2.17	50,000,000	50,000,000	50,000,000	50,056,000
Federal Agencies	3134G9VR5	FREDDIE MAC	07/06/2016	01/06/2020	1.50	25,000,000	25,000,000	25,000,000	24,689,000
Federal Agencies	3136G4K05	FANNIE MAE	11/17/2017	01/17/2020	1.65	1,000,000	996,070	997,650	985,260
Federal Agencies	3136G4K05	FANNIE MAE	11/17/2017	01/17/2020	1.65	31,295,000	31,172,011	31,221,455	30,833,712
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	04/24/2018	01/24/2020	2.42	25,000,000	24,996,500	24,997,375	24,901,750
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	04/24/2018	01/24/2020	2.42	25,000,000	24,995,700	24,996,775	24,901,750
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	02/09/2018	02/11/2020	2.13	50,000,000	49,908,500	49,937,750	49,582,000
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	05/17/2017	03/13/2020	1.88	15,710,000	15,843,849	15,778,677	15,501,371
Federal Agencies	3133EHZN6	FEDERAL FARM CREDIT BANK	09/20/2017	03/20/2020	1.45	20,000,000	19,979,400	19,987,893	19,617,600
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	03/27/2018	03/27/2020	2.38	50,000,000	49,964,000	49,973,259	49,698,500
Federal Agencies	3136G3TK1	FANNIE MAE	07/06/2016	04/06/2020	1.75	25,000,000	25,000,000	25,000,000	24,756,250

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	3134GBET5	FREDDIE MAC	05/22/2018	04/13/2020	1.80	10,000,000	9,858,900	9,870,035	9,855,600
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/2016	04/17/2020	1.25	15,000,000	15,000,000	15,000,000	14,660,700
Federal Agencies	3130AEZM1	FEDERAL HOME LOAN BANK	04/20/2018	04/20/2020	2.50	50,000,000	50,000,000	50,000,000	49,807,000
Federal Agencies	3137EAE7	FREDDIE MAC	04/19/2018	04/23/2020	2.50	35,000,000	34,992,300	34,994,029	34,837,600
Federal Agencies	3130AEZU3	FEDERAL HOME LOAN BANK	04/24/2018	04/24/2020	2.51	50,000,000	50,000,000	50,000,000	49,671,000
Federal Agencies	3130AEZ03	FEDERAL HOME LOAN BANK	04/24/2018	04/24/2020	2.51	50,000,000	50,000,000	50,000,000	49,671,000
Federal Agencies	3134GBLY6	FREDDIE MAC	05/08/2017	05/08/2020	1.75	25,000,000	25,000,000	25,000,000	24,885,250
Federal Agencies	3134GBPB2	FREDDIE MAC	05/30/2017	05/22/2020	1.70	15,750,000	15,750,000	15,750,000	15,480,045
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	06/15/2017	06/15/2020	1.54	25,000,000	24,997,500	24,998,579	24,472,750
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	06/15/2017	06/15/2020	1.54	26,900,000	26,894,620	26,896,942	26,332,679
Federal Agencies	3134GBST0	FREDDIE MAC	06/22/2017	06/22/2020	1.65	14,675,000	14,675,000	14,675,000	14,391,773
Federal Agencies	3134GBTX0	FREDDIE MAC	06/29/2017	06/29/2020	1.75	50,000,000	49,990,000	49,994,188	49,103,500
Federal Agencies	3136G3TG0	FANNIE MAE	06/30/2016	06/30/2020	1.38	15,000,000	15,000,000	15,000,000	14,683,650
Federal Agencies	3134GBB5M0	FREDDIE MAC	12/01/2017	07/01/2020	1.96	50,000,000	50,000,000	50,000,000	49,267,000
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	07/06/2017	07/06/2020	1.55	25,000,000	24,989,961	24,994,101	24,457,000
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	07/13/2017	07/13/2020	1.75	50,000,000	50,000,000	50,000,000	49,068,000
Federal Agencies	3134GBXV9	FREDDIE MAC	07/13/2017	07/13/2020	1.85	50,000,000	50,000,000	50,000,000	49,048,000
Federal Agencies	3135G0T60	FANNIE MAE	08/01/2017	07/30/2020	1.50	50,000,000	49,848,500	49,907,494	48,862,000
Federal Agencies	3130ABZ9	FEDERAL HOME LOAN BANK	08/28/2017	08/28/2020	1.65	6,700,000	6,699,330	6,699,574	6,552,533
Federal Agencies	3130ABZ9	FEDERAL HOME LOAN BANK	08/28/2017	08/28/2020	1.80	25,000,000	25,000,000	25,000,000	24,508,000
Federal Agencies	3130ABZ9	FEDERAL HOME LOAN BANK	08/28/2017	08/28/2020	1.80	50,000,000	50,000,000	50,000,000	49,016,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	03/14/2018	09/14/2020	2.40	25,000,000	24,984,458	24,987,872	24,791,250
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	09/08/2017	09/28/2020	1.38	18,000,000	17,942,220	17,962,308	17,493,300
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	09/08/2017	09/28/2020	1.38	30,000,000	29,903,700	29,937,181	29,155,500
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	03/12/2018	10/05/2020	1.70	25,530,000	25,035,101	25,142,206	24,950,469
Federal Agencies	3132X0KR1	FARMER MAC	11/02/2016	11/02/2020	2.30	25,000,000	25,000,000	25,000,000	25,101,250
Federal Agencies	3132X0ZF1	FARMER MAC	11/13/2017	11/09/2020	1.93	12,000,000	11,970,000	11,978,846	11,745,360
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/2017	11/17/2020	1.88	50,000,000	49,952,000	49,965,989	49,001,000
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/2017	11/24/2020	2.25	60,000,000	60,223,200	60,159,865	59,242,800
Federal Agencies	3134GBLR1	FREDDIE MAC	09/25/2017	11/25/2020	1.75	24,715,000	24,712,529	24,713,482	24,139,635
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,994,700	24,502,250
Federal Agencies	3130A3U05	FEDERAL HOME LOAN BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,994,700	24,502,250
Federal Agencies	3132X0ZY0	FARMER MAC	12/13/2017	12/11/2020	1.88	10,000,000	9,957,600	9,968,917	9,775,700
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/15/2017	12/15/2020	2.05	12,750,000	12,741,458	12,743,718	12,551,865
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	2.26	50,000,000	50,000,000	50,000,000	50,196,500
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	2.54	100,000,000	100,000,000	100,000,000	100,698,000
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	01/25/2017	01/25/2021	2.38	20,000,000	20,000,000	20,000,000	20,065,800
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	01/25/2017	01/25/2021	2.38	20,000,000	20,000,000	20,000,000	20,065,800
Federal Agencies	3130ACZK9	FEDERAL HOME LOAN BANK	09/20/2017	02/10/2021	1.87	50,200,000	50,189,960	50,193,007	49,044,898
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	04/16/2018	02/12/2021	2.35	50,000,000	49,673,710	49,726,775	49,379,500
Federal Agencies	3137EAE19	FREDDIE MAC	02/16/2018	02/16/2021	2.38	22,000,000	21,941,920	21,953,949	21,747,000
Federal Agencies	3134GBD58	FREDDIE MAC	08/30/2017	02/26/2021	1.80	5,570,000	5,569,443	5,569,616	5,429,079
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	08/11/2017	03/22/2021	2.20	8,585,000	8,593,327	8,590,701	8,585,172
Federal Agencies	3132X0G53	FARMER MAC	03/29/2018	03/29/2021	2.60	6,344,000	6,344,000	6,344,253	6,316,218
Federal Agencies	3134GBJP8	FREDDIE MAC	03/29/2018	03/29/2021	2.60	20,450,000	20,427,710	20,431,492	20,341,206
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	11/16/2017	05/03/2021	1.89	22,000,000	21,874,600	21,906,248	21,372,340
Federal Agencies	3134GJNS4	FEDERAL FARM CREDIT BANK	05/22/2018	05/10/2021	2.70	17,700,000	17,669,025	17,658,807	17,614,686
Federal Agencies	3134GJNS4	FREDDIE MAC	06/14/2018	06/14/2021	2.80	50,000,000	49,992,500	49,993,246	49,637,500
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	11/30/2017	06/15/2021	2.13	50,000,000	50,000,000	50,000,000	48,782,500
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	11/30/2017	06/15/2021	2.13	50,000,000	50,000,000	50,000,000	48,782,500

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	3135G0U35	FANNIE MAE	06/25/2018	06/22/2021	2.75	25,000,000	24,994,250	24,994,766	24,879,250
Federal Agencies	3134GBJ60	FREDDIE MAC	09/29/2017	06/29/2021	1.90	50,000,000	50,000,000	50,000,000	48,515,000
Federal Agencies	3134G9H26	FREDDIE MAC	01/29/2018	06/30/2021	1.50	1,219,000	1,201,934	1,205,284	1,192,767
Federal Agencies	3134G9H26	FREDDIE MAC	01/25/2018	06/30/2021	1.50	3,917,000	3,869,996	3,879,344	3,832,706
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	11/01/2017	07/01/2021	2.08	100,000,000	100,000,000	100,000,000	97,508,000
Federal Agencies	3134GBM25	FREDDIE MAC	10/02/2017	07/01/2021	1.92	50,000,000	50,000,000	50,000,000	48,538,500
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	09/18/2017	09/13/2021	1.88	25,000,000	24,927,500	24,946,322	24,281,500
Federal Agencies	3135G0Q99	FANNIE MAE	10/21/2016	10/07/2021	1.38	25,000,000	25,000,000	25,000,000	23,883,750
Federal Agencies	3133EGZ17	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	14,500,000	14,500,000	14,500,000	13,840,975
Federal Agencies	3133EGZ17	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	15,000,000	15,000,000	15,000,000	14,318,250
Federal Agencies	3133EGSS97	FEDERAL FARM CREDIT BANK	12/08/2016	12/08/2021	2.40	25,000,000	25,000,000	25,000,000	25,127,750
Federal Agencies	3133EGSS97	FEDERAL FARM CREDIT BANK	12/08/2016	12/08/2021	2.40	25,000,000	25,000,000	25,000,000	25,127,750
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	09/08/2017	12/15/2021	2.00	50,000,000	50,000,000	50,000,000	48,297,500
Federal Agencies	3135G0T45	FANNIE MAE	06/06/2017	04/05/2022	1.88	25,000,000	25,072,250	25,052,508	24,116,750
Federal Agencies	3134GBQ60	FREDDIE MAC	05/25/2017	05/25/2022	2.18	50,000,000	50,000,000	50,000,000	48,423,000
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	06/06/2017	06/02/2022	1.88	50,000,000	50,059,250	50,043,576	48,114,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	06/09/2017	06/02/2022	1.88	50,000,000	49,997,500	49,998,158	48,114,500
Federal Agencies	3133EJRN1	FEDERAL FARM CREDIT BANK	06/13/2018	06/13/2022	3.00	25,000,000	24,957,500	24,960,700	24,812,250
Federal Agencies	3134GBF72	FREDDIE MAC	09/15/2017	06/15/2022	2.01	50,000,000	50,000,000	50,000,000	48,018,500
Federal Agencies	3134GBN73	FREDDIE MAC	10/02/2017	07/01/2022	2.07	50,000,000	50,000,000	50,000,000	48,281,000
Federal Agencies	3134GBW99	FREDDIE MAC	11/01/2017	07/01/2022	2.24	100,000,000	100,000,000	100,000,000	97,031,000
Federal Agencies	3134GBXU1	FREDDIE MAC	07/27/2017	07/27/2022	2.25	31,575,000	31,575,000	31,575,000	30,468,928
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	09/01/2017	09/01/2022	2.17	50,000,000	50,000,000	50,000,000	48,018,000
Federal Agencies	3134GSSN1	FREDDIE MAC	06/14/2018	06/14/2023	3.27	100,000,000	100,000,000	100,000,000	99,161,000
Federal Agencies	3134GSPD1	FREDDIE MAC	06/14/2018	06/14/2023	3.32	50,000,000	50,000,000	50,000,000	49,767,500
Federal Agencies	3134GSRZ0	FREDDIE MAC	07/26/2018	07/26/2023	3.35	50,000,000	50,000,000	50,000,000	49,541,000
Federal Agencies	3134GSUA1	FREDDIE MAC	08/16/2018	08/16/2023	3.38	50,000,000	50,000,000	50,000,000	49,769,500
Subtotals					1.99	\$ 4,855,475,000	\$ 4,851,555,055	\$ 4,852,479,972	\$ 4,792,196,363
State/Local Agencies	13063C4V9	CALIFORNIA ST	11/03/2016	11/01/2018	1.05	50,000,000	50,147,500	50,006,281	49,946,000
State/Local Agencies	13063DAB4	CALIFORNIA ST	04/27/2017	04/01/2019	1.59	23,000,000	23,000,000	23,000,000	22,873,960
State/Local Agencies	13063CKL3	CALIFORNIA ST	10/27/2016	05/01/2019	2.25	4,750,000	4,879,058	4,779,869	4,736,510
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	06/30/2016	05/15/2019	1.23	2,000,000	2,000,000	2,000,000	1,982,560
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/05/2015	07/01/2019	1.80	4,180,000	4,214,443	4,186,889	4,152,078
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/02/2015	07/01/2019	1.80	16,325,000	16,461,640	16,352,268	16,215,949
State/Local Agencies	6055804W6	MISSISSIPPI ST	04/23/2015	10/01/2019	6.09	8,500,000	10,217,510	8,886,493	8,775,825
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL	08/16/2016	05/01/2020	1.45	18,000,000	18,000,000	18,000,000	17,548,380
State/Local Agencies	13063DGA0	CALIFORNIA ST	04/25/2018	04/01/2021	2.80	33,001,320	33,001,320	33,001,124	32,890,440
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	02/06/2017	05/01/2021	1.71	28,556,228	28,073,056	28,261,321	27,682,978
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	08/09/2016	05/15/2021	1.91	1,769,000	1,810,695	1,791,932	1,719,291
Subtotals					1.91	\$ 190,080,228	\$ 191,805,223	\$ 190,266,177	\$ 188,523,971
Public Time Deposits	PP0818WE8	SAN FRANCISCO CREDIT UNION	06/05/2018	12/05/2018	2.11	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PP041B740	BANK OF SAN FRANCISCO	09/12/2018	12/11/2018	2.15	5,000,000	5,000,000	5,000,000	5,000,000
Public Time Deposits	PPQD1P014	BRIDGE BANK	06/25/2018	12/26/2018	2.12	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PP9J42K02	PREFERRED BANK LA CALIF	05/16/2018	05/16/2019	2.59	240,000	240,000	240,000	240,000
Subtotals					2.13	\$ 25,240,000	\$ 25,240,000	\$ 25,240,000	\$ 25,240,000
Negotiable CDs	06371EQJ9	BANK OF MONTREAL CHICAGO	10/03/2017	10/01/2018	2.33	50,000,000	50,000,000	50,000,000	50,000,361
Negotiable CDs	96121T4S4	WESTPAC BANKING CORP NY	10/11/2017	10/15/2018	2.35	50,000,000	50,000,000	50,000,000	50,005,759

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	06371ERP4	BANK OF MONTREAL CHICAGO	10/16/2017	10/25/2018	2.43	45,000,000	45,000,000	45,000,000	45,011,081
Negotiable CDs	06417GZR2	BANK OF NOVA SCOTIA HOUSTON	10/25/2017	10/25/2018	2.42	50,000,000	50,000,000	50,000,000	50,011,966
Negotiable CDs	89113XJJ4	TORONTO DOMINION BANK NY	10/18/2017	10/25/2018	2.42	50,000,000	50,000,000	50,000,000	50,011,966
Negotiable CDs	06417GZT8	BANK OF NOVA SCOTIA HOUSTON	11/02/2017	11/09/2018	2.33	50,000,000	50,000,000	50,000,000	50,014,526
Negotiable CDs	89113XLP7	TORONTO DOMINION BANK NY	11/02/2017	11/09/2018	2.32	50,000,000	50,000,000	50,000,000	50,013,971
Negotiable CDs	78009N3T1	ROYAL BANK OF CANADA NY	11/20/2017	11/20/2018	1.83	50,000,000	50,000,000	50,000,000	49,980,716
Negotiable CDs	63873NLT5	NATIXIS NY BRANCH	05/14/2018	11/26/2018	2.44	50,000,000	50,000,000	50,000,000	50,027,657
Negotiable CDs	78012JAW5	ROYAL BANK OF CANADA NY	02/27/2018	11/27/2018	2.36	25,000,000	25,000,000	25,000,000	25,011,835
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	12/06/2017	12/06/2018	2.35	25,000,000	25,000,000	25,000,000	25,012,987
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	12/06/2017	12/06/2018	2.35	50,000,000	50,000,000	50,000,000	50,025,974
Negotiable CDs	06417GCJ8	BANK OF NOVA SCOTIA HOUSTON	12/07/2017	12/07/2018	2.35	50,000,000	50,000,000	50,000,000	50,026,361
Negotiable CDs	78009N5B8	ROYAL BANK OF CANADA NY	12/08/2017	12/07/2018	2.35	50,000,000	50,000,000	50,000,000	50,026,381
Negotiable CDs	96121T5B0	WESTPAC BANKING CORP NY	12/07/2017	12/07/2018	2.32	50,000,000	50,000,000	50,000,000	50,023,556
Negotiable CDs	78009N5M4	ROYAL BANK OF CANADA NY	12/19/2017	12/19/2018	2.41	50,000,000	50,000,000	50,000,000	50,037,414
Negotiable CDs	96121T5K0	WESTPAC BANKING CORP NY	12/27/2017	12/21/2018	2.30	50,000,000	50,000,000	50,000,000	50,026,007
Negotiable CDs	06371EA64	BANK OF MONTREAL CHICAGO	12/27/2017	12/24/2018	2.05	25,000,000	25,000,000	25,000,000	24,996,907
Negotiable CDs	96121T5M6	WESTPAC BANKING CORP NY	12/28/2017	12/28/2018	2.47	50,000,000	50,000,000	50,000,000	50,049,535
Negotiable CDs	06371EFH5	BANK OF MONTREAL CHICAGO	07/17/2017	01/17/2019	2.57	50,000,000	50,000,000	50,000,000	50,051,797
Negotiable CDs	89114MBD8	TORONTO DOMINION BANK NY	08/14/2018	02/15/2019	2.46	15,000,000	15,000,000	15,000,000	15,011,572
Negotiable CDs	96121T7B8	WESTPAC BANKING CORP NY	03/05/2018	03/05/2019	2.44	50,000,000	50,000,000	50,000,000	50,047,262
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	03/09/2017	03/08/2019	2.61	27,838,000	27,838,000	27,838,000	27,885,065
Negotiable CDs	78012JUCE3	ROYAL BANK OF CANADA NY	03/28/2018	04/01/2019	2.59	50,000,000	50,000,000	50,000,000	50,041,316
Negotiable CDs	06417GR42	BANK OF NOVA SCOTIA HOUSTON	04/04/2018	04/03/2019	2.58	50,000,000	50,000,000	50,000,000	50,039,201
Negotiable CDs	06370RCZ0	BANK OF MONTREAL CHICAGO	07/06/2018	04/24/2019	2.60	50,000,000	50,000,000	50,000,000	50,043,713
Negotiable CDs	25215FDX9	DEXIA CREDIT LOCAL SA NY	08/09/2018	04/24/2019	2.57	50,000,000	50,000,000	50,000,000	50,036,961
Negotiable CDs	89113X3M4	TORONTO DOMINION BANK NY	06/20/2018	04/24/2019	2.65	50,000,000	50,000,000	50,000,000	50,056,933
Negotiable CDs	78012UGB5	ROYAL BANK OF CANADA NY	08/20/2018	04/29/2019	2.53	50,000,000	50,000,000	50,000,000	50,026,871
Negotiable CDs	89114MBQ9	TORONTO DOMINION BANK NY	08/16/2018	04/29/2019	2.56	50,000,000	50,000,000	50,000,000	50,035,315
Negotiable CDs	78012JUDL6	ROYAL BANK OF CANADA NY	05/02/2018	05/01/2019	2.48	35,000,000	35,000,000	35,000,000	35,011,036
Negotiable CDs	78012JUGF6	ROYAL BANK OF CANADA NY	08/23/2018	05/06/2019	2.55	25,000,000	25,000,000	25,000,000	25,016,927
Negotiable CDs	78012JUDV4	ROYAL BANK OF CANADA NY	05/23/2018	05/24/2019	2.69	40,000,000	40,000,000	40,000,000	40,057,633
Negotiable CDs	89113XX41	TORONTO DOMINION BANK NY	05/23/2018	05/24/2019	2.66	25,000,000	25,000,000	25,000,000	25,033,338
Negotiable CDs	25215FDL5	DEXIA CREDIT LOCAL SA NY	06/04/2018	06/07/2019	2.68	25,000,000	25,000,000	25,000,000	25,036,536
Negotiable CDs	25215FDY7	DEXIA CREDIT LOCAL SA NY	06/07/2018	06/04/2019	2.41	50,000,000	50,000,000	50,000,000	49,994,454
Negotiable CDs	89114MAX5	TORONTO DOMINION BANK NY	08/10/2018	06/14/2019	2.40	40,000,000	40,000,000	40,000,000	39,991,845
Negotiable CDs	06370RHT9	BANK OF MONTREAL CHICAGO	09/07/2018	06/24/2019	2.62	50,000,000	50,000,000	50,000,000	50,063,499
Negotiable CDs	78012JUGS8	ROYAL BANK OF CANADA NY	08/31/2018	06/14/2019	2.61	50,000,000	50,000,000	50,000,000	50,060,187
Negotiable CDs	89114MAY3	TORONTO DOMINION BANK NY	08/13/2018	06/24/2019	2.64	40,000,000	40,000,000	40,000,000	40,060,003
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	08/13/2018	07/01/2019	2.63	50,000,000	50,000,000	50,000,000	50,078,184
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	08/21/2018	07/01/2019	2.64	50,000,000	50,000,000	50,000,000	50,022,779
Subtotals					2.46	\$ 1,917,838,000	\$ 1,917,838,000	\$ 1,917,838,000	\$ 1,919,063,656
Commercial Paper	62479MK10	MUFG BANK LTD NY	08/08/2018	10/01/2018	0.00	\$	10,965,515	\$	11,000,000
Commercial Paper	25214PFC2	DEXIA CREDIT LOCAL SA NY	04/03/2018	10/03/2018	0.00	40,000,000	39,530,300	39,994,867	39,995,111
Commercial Paper	62479MK51	MUFG BANK LTD NY	06/19/2018	10/05/2018	0.00	19,000,000	18,868,900	18,995,144	18,995,356
Commercial Paper	62479MK51	MUFG BANK LTD NY	09/28/2018	10/05/2018	0.00	75,000,000	74,981,917	74,981,667	74,981,667
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	01/22/2018	10/19/2018	0.00	25,000,000	24,615,625	24,974,375	24,972,500
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	01/24/2018	10/19/2018	0.00	45,000,000	44,313,250	44,953,875	44,950,500

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
Commercial Paper	06538CKN0	BANK OF TOKYO-MIT UFJ NY	01/25/2018	10/22/2018	0.00	25,000,000	24,613,750	24,969,958	24,967,917
Commercial Paper	62479MKV4	MJFG BANK LTD NY	08/08/2018	10/29/2018	0.00	11,000,000	10,944,878	10,981,178	10,981,178
Commercial Paper	89233HL93	TOYOTA MOTOR CREDIT CORP	02/15/2018	11/09/2018	0.00	50,000,000	49,184,167	49,880,833	49,880,833
Commercial Paper	89233HLS1	TOYOTA MOTOR CREDIT CORP	05/31/2018	11/26/2018	0.00	50,000,000	49,418,250	49,818,000	49,828,889
Commercial Paper	25214PHL0	DEXIA CREDIT LOCAL SA NY	06/04/2018	12/10/2018	0.00	25,000,000	24,690,250	24,885,278	24,891,111
Commercial Paper	62479MMA8	MJFG BANK LTD NY	08/10/2018	12/10/2018	0.00	15,000,000	14,882,067	14,932,333	14,934,667
Commercial Paper	89233HN75	TOYOTA MOTOR CREDIT CORP	06/21/2018	01/07/2019	0.00	25,000,000	24,662,500	24,834,625	24,842,111
Commercial Paper	62479MNN9	MJFG BANK LTD NY	08/10/2018	01/22/2019	0.00	21,000,000	20,769,963	20,842,459	20,847,073
Commercial Paper	89116FP46	TORONTO DOMINION HDG USA	08/08/2018	02/04/2019	0.00	15,000,000	14,818,500	14,872,950	14,874,525
Commercial Paper	25214PH22	DEXIA CREDIT LOCAL SA NY	05/15/2018	02/05/2019	0.00	50,000,000	49,091,167	49,566,083	49,578,431
Commercial Paper	89233HP65	TOYOTA MOTOR CREDIT CORP	07/03/2018	02/06/2019	0.00	30,000,000	29,551,283	29,736,533	29,745,067
Commercial Paper	03785EPF5	APPLE INC	08/17/2018	02/15/2019	0.00	45,000,000	44,467,650	44,599,275	44,590,713
Commercial Paper	62479MPL1	MJFG BANK LTD NY	06/08/2018	02/20/2019	0.00	30,000,000	29,456,017	29,699,433	29,717,183
Commercial Paper	25214PJV6	DEXIA CREDIT LOCAL SA NY	07/18/2018	02/22/2019	0.00	32,000,000	31,517,227	31,682,560	31,694,080
Commercial Paper	62479MPN7	MJFG BANK LTD NY	08/14/2018	02/22/2019	0.00	15,000,000	14,805,600	14,854,200	14,856,600
Commercial Paper	62479MQR7	MJFG BANK LTD NY	08/14/2018	03/25/2019	0.00	15,000,000	14,770,496	14,819,896	14,825,729
Commercial Paper	25214PKT9	DEXIA CREDIT LOCAL SA NY	08/14/2018	04/01/2019	0.00	15,000,000	14,763,292	14,812,692	14,805,867
Subtotals					0.00	\$ 684,000,000	\$ 675,668,561	\$ 680,688,215	\$ 680,757,106
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	01/09/2017	01/09/2019	2.60	50,000,000	50,000,000	50,000,000	50,035,000
Medium Term Notes	03783QAQ3	APPLE INC	05/31/2018	05/06/2019	2.10	18,813,000	18,783,215	18,782,862	18,765,215
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	06/20/2018	11/01/2019	1.90	9,650,000	9,582,026	9,576,252	9,562,378
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	01/11/2018	01/10/2020	2.20	20,000,000	19,988,200	19,988,622	19,821,800
Subtotals					2.35	\$ 98,463,000	\$ 98,357,441	\$ 98,347,736	\$ 98,184,393
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	9/28/2018	10/01/2018	1.87	10,048,019	10,048,019	10,048,019	10,048,019
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PI	9/28/2018	10/01/2018	1.95	74,061,227	74,061,227	74,061,227	74,061,227
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	9/28/2018	10/01/2018	2.03	40,075,455	40,075,455	40,075,455	40,075,455
Money Market Funds	31607A703	FIDELITY INST GOV FUND	9/28/2018	10/01/2018	1.92	251,936,629	251,936,629	251,936,629	251,936,629
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	9/28/2018	10/01/2018	1.93	50,267,405	50,267,405	50,267,405	50,267,405
Subtotals					1.93	\$ 426,388,736	\$ 426,388,736	\$ 426,388,736	\$ 426,388,736
Supranationals	459058ER0	INTL BK RECON & DEVELOP	10/07/2015	10/05/2018	1.00	25,000,000	24,957,500	24,999,845	24,997,250
Supranationals	45950VLM6	INTERNATIONAL FINANCE CORP	03/01/2018	03/01/2019	2.12	50,000,000	50,000,000	50,000,000	49,993,500
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	06/11/2018	05/13/2019	1.00	5,000,000	4,938,889	4,956,667	4,950,600
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	06/06/2018	05/13/2019	1.00	14,270,000	14,093,827	14,148,285	14,129,012
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	06/01/2018	05/13/2019	1.00	20,557,000	20,316,689	20,394,768	20,353,897
Supranationals	459058EV1	INTL BK RECON & DEVELOP	06/28/2018	07/26/2019	1.25	10,000,000	9,870,700	9,901,956	9,889,700
Supranationals	459058FQ1	INTL BK RECON & DEVELOP	11/06/2017	09/30/2019	1.20	50,000,000	49,483,894	49,728,914	49,221,500
Supranationals	45905UJZ6	INTL BK RECON & DEVELOP	06/02/2017	10/25/2019	1.30	25,000,000	24,845,000	24,931,091	24,582,000
Supranationals	45905UJZ6	INTL BK RECON & DEVELOP	06/02/2017	10/25/2019	1.30	29,300,000	29,118,340	29,219,239	28,810,104
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	03/21/2017	04/21/2020	1.88	50,000,000	49,956,500	49,978,076	49,257,500
Supranationals	4581XOCX4	INTER-AMERICAN DEVEL BK	05/17/2018	05/12/2020	1.63	10,000,000	9,791,617	9,829,109	9,804,300
Supranationals	4581XOCX4	INTER-AMERICAN DEVEL BK	04/12/2017	05/12/2020	1.63	25,000,000	24,940,750	24,969,007	24,510,750
Supranationals	459058GA5	INTL BK RECON & DEVELOP	08/29/2017	09/04/2020	1.63	50,000,000	49,989,500	49,993,292	48,823,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	11/09/2017	11/09/2020	1.95	50,000,000	49,965,000	49,975,411	48,968,500
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/2017	11/09/2020	1.95	50,000,000	49,718,500	49,794,545	48,968,500
Supranationals	459050KQ0	INTERNATIONAL FINANCE CORP	01/25/2018	01/25/2021	2.25	50,000,000	49,886,397	49,886,397	49,207,500
Supranationals	4581XODB1	INTER-AMERICAN DEVEL BK	04/19/2018	04/19/2021	2.63	45,000,000	44,901,000	44,915,904	44,591,400
Supranationals	4581XODB1	INTER-AMERICAN DEVEL BK	05/16/2018	04/19/2021	2.63	50,000,000	49,792,409	49,733,478	49,546,000

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Supranationals	45950K0J7	INTERNATIONAL FINANCE CORP	05/23/2018	07/20/2021	1.13	12,135,000	11,496,942	11,569,373	11,531,041
Supranationals	459058GH0	INTL BK RECON & DEVELOP	07/25/2018	07/23/2021	2.75	50,000,000	49,883,000	49,890,272	49,691,500
Supranationals	45905UW59	INTL BK RECON & DEVELOP	09/13/2018	09/13/2021	3.05	50,000,000	49,985,000	49,985,246	49,738,500
Subtotals					1.95	\$ 721,262,000	\$ 717,898,056	\$ 718,800,875	\$ 711,566,054
Grand Totals					1.85	\$ 9,878,746,963	\$ 9,855,522,754	\$ 9,864,845,409	\$ 9,787,380,280

Monthly Investment Earnings

Pooled Fund

For month ended September 30, 2018

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Earnings /Net Earnings
U.S. Treasuries	912796PY9	TREASURY BILL	\$ -	0.00	1.91	09/04/2018	09/06/2018	\$ -	\$ 5,295	\$ -	\$ 5,295
U.S. Treasuries	912796PY9	TREASURY BILL	-	0.00	1.89	09/05/2018	09/06/2018	-	5,250	-	5,250
U.S. Treasuries	912828L81	US TREASURY	50,000,000	0.88	1.68	12/13/2017	10/15/2018	35,861	32,744	-	68,604
U.S. Treasuries	912828L81	US TREASURY	50,000,000	0.88	1.75	01/10/2018	10/15/2018	35,861	35,409	-	71,270
U.S. Treasuries	912828T83	US TREASURY	25,000,000	0.75	1.92	02/15/2018	10/31/2018	15,285	23,733	-	39,018
U.S. Treasuries	912828WD8	US TREASURY	50,000,000	1.25	1.71	12/19/2017	10/31/2018	50,951	18,542	-	69,493
U.S. Treasuries	912828N63	US TREASURY	15,000,000	1.13	2.16	06/25/2018	01/15/2019	13,757	12,580	-	26,337
U.S. Treasuries	912828V56	US TREASURY	50,000,000	1.13	2.03	02/15/2018	01/31/2019	45,856	36,496	-	82,352
U.S. Treasuries	912828P53	US TREASURY	50,000,000	0.75	2.10	04/12/2018	02/15/2019	30,571	54,612	-	85,182
U.S. Treasuries	912796PT0	TREASURY BILL	50,000,000	0.00	2.06	03/01/2018	02/28/2019	-	84,167	-	84,167
U.S. Treasuries	912828Q52	US TREASURY	50,000,000	0.88	2.25	05/10/2018	04/15/2019	35,861	55,492	-	91,352
U.S. Treasuries	912828Q52	US TREASURY	50,000,000	0.88	2.31	06/07/2018	04/15/2019	35,861	58,218	-	94,079
U.S. Treasuries	912828R44	US TREASURY	35,000,000	0.88	2.31	05/10/2018	05/15/2019	24,966	40,572	-	65,538
U.S. Treasuries	912796QH5	TREASURY BILL	60,000,000	0.00	2.33	05/24/2018	05/23/2019	-	113,750	-	113,750
U.S. Treasuries	912828XS4	US TREASURY	50,000,000	1.25	1.36	06/20/2017	05/31/2019	51,230	4,374	-	55,603
U.S. Treasuries	912828T59	US TREASURY	25,000,000	1.00	2.47	05/18/2018	10/15/2019	20,492	29,581	-	50,073
U.S. Treasuries	912828T59	US TREASURY	50,000,000	1.00	2.51	08/15/2018	10/15/2019	40,984	60,932	-	101,916
U.S. Treasuries	912828N38	US TREASURY	50,000,000	1.88	2.01	01/16/2018	12/31/2019	76,427	5,416	-	81,843
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	1.50	1.51	06/20/2017	06/15/2020	61,475	483	-	61,959
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	08/15/2017	06/30/2021	22,928	10,187	-	33,115
U.S. Treasuries	912828T67	US TREASURY	50,000,000	1.25	1.43	11/10/2016	10/31/2021	50,951	7,034	-	57,985
U.S. Treasuries	912828U65	US TREASURY	100,000,000	1.75	1.90	12/13/2016	11/30/2021	143,443	11,376	-	154,819
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	08/15/2017	06/30/2022	35,666	379	-	36,044
Subtotals			\$ 960,000,000					\$ 828,423	\$ 706,621	\$ -	\$ 1,535,044
Federal Agencies	313385E51	FED HOME LN DISCOUNT NT	\$ -	0.00	1.86	08/30/2018	09/04/2018	\$ -	\$ 7,750	\$ -	\$ 7,750
Federal Agencies	313385E51	FED HOME LN DISCOUNT NT	-	0.00	1.86	08/30/2018	09/04/2018	-	5,270	-	5,270
Federal Agencies	313385E69	FED HOME LN DISCOUNT NT	-	0.00	1.87	09/04/2018	09/05/2018	-	2,597	-	2,597
Federal Agencies	313385E69	FED HOME LN DISCOUNT NT	-	0.00	1.87	09/04/2018	09/05/2018	-	935	-	935
Federal Agencies	313385E77	FED HOME LN DISCOUNT NT	-	0.00	1.94	05/30/2018	09/06/2018	-	4,010	-	4,010
Federal Agencies	313385E85	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/06/2018	09/07/2018	-	2,445	-	2,445
Federal Agencies	313385E85	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/06/2018	09/07/2018	-	2,583	-	2,583
Federal Agencies	313385F35	FED HOME LN DISCOUNT NT	-	0.00	1.85	09/07/2018	09/10/2018	-	7,708	-	7,708
Federal Agencies	313385F43	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/10/2018	09/11/2018	-	1,240	-	1,240
Federal Agencies	313385F43	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/10/2018	09/11/2018	-	2,583	-	2,583
Federal Agencies	313385F50	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/11/2018	09/12/2018	-	2,222	-	2,222
Federal Agencies	313385F68	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/07/2018	09/13/2018	-	15,500	-	15,500
Federal Agencies	313385F68	FED HOME LN DISCOUNT NT	-	0.00	1.86	09/12/2018	09/13/2018	-	1,757	-	1,757
Federal Agencies	313385GQ3	FEDERAL FARM CREDIT BANK	-	0.88	0.91	09/21/2016	09/14/2018	7,899	342	-	8,241
Federal Agencies	313385G26	FED HOME LN DISCOUNT NT	-	0.00	1.87	09/14/2018	09/17/2018	-	7,792	-	7,792
Federal Agencies	313385G26	FED HOME LN DISCOUNT NT	-	0.00	1.87	09/14/2018	09/17/2018	-	3,117	-	3,117
Federal Agencies	313385G59	FED HOME LN DISCOUNT NT	-	0.00	1.87	09/18/2018	09/19/2018	-	3,376	-	3,376
Federal Agencies	313385G67	FED HOME LN DISCOUNT NT	-	0.00	1.89	09/19/2018	09/20/2018	-	2,310	-	2,310
Federal Agencies	313385G67	FED HOME LN DISCOUNT NT	-	0.00	1.90	09/20/2018	09/21/2018	-	844	-	844
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	-	1.05	1.05	09/28/2016	09/28/2018	19,688	-	-	19,688
Federal Agencies	313385G26	FEDERAL FARM CREDIT BANK	25,000,000	2.29	2.29	06/17/2016	10/17/2018	46,582	-	-	46,582
Federal Agencies	313385G26	FEDERAL FARM CREDIT BANK	25,000,000	2.29	2.29	06/17/2016	10/17/2018	46,582	-	-	46,582
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	2,770,000	1.75	1.57	11/08/2017	12/14/2018	4,040	(399)	-	3,640
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	15,000,000	1.75	1.31	12/20/2016	12/14/2018	21,875	(5,277)	-	16,598
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	25,000,000	1.75	1.33	08/23/2017	12/14/2018	36,458	(8,551)	-	27,907
Federal Agencies	3135G0G72	FANNIE MAE	3,775,000	1.13	1.57	11/08/2017	12/14/2018	3,539	1,373	-	4,912

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3135EGDM4	FEDERAL FARM CREDIT BANK	25,000,000	2.26	2.26	06/02/2016	01/02/2019	47,146	-	-	47,146
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	25,000,000	2.15	2.15	01/03/2017	01/03/2019	44,840	-	-	44,840
Federal Agencies	3130AAE46	FEDERAL HOME LOAN BANK	8,270,000	1.25	2.12	04/04/2018	01/16/2019	8,615	5,809	-	14,424
Federal Agencies	3134GAH23	FREDDIE MAC	25,000,000	2.00	2.00	01/17/2017	01/17/2019	41,667	-	-	41,667
Federal Agencies	3130A8VZ3	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	07/28/2016	01/25/2019	21,875	-	-	21,875
Federal Agencies	3132X0EK3	FARMER MAC	25,000,000	2.44	2.44	01/25/2016	01/25/2019	50,736	-	-	50,736
Federal Agencies	3134GAS39	FREDDIE MAC	25,000,000	2.00	2.00	02/01/2017	02/01/2019	41,667	-	-	41,667
Federal Agencies	3132X0R94	FARMER MAC	25,000,000	2.14	2.14	04/05/2018	02/15/2019	44,583	-	-	44,583
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	50,000,000	2.39	2.39	05/25/2016	02/25/2019	94,582	-	-	94,582
Federal Agencies	3130AAXX1	FEDERAL HOME LOAN BANK	9,500,000	1.38	2.16	04/06/2018	03/18/2019	10,885	6,071	-	16,956
Federal Agencies	3130AAXX1	FEDERAL HOME LOAN BANK	50,000,000	1.38	2.18	04/06/2018	03/18/2019	57,292	32,839	-	90,131
Federal Agencies	3132X0ED9	FARMER MAC	40,000,000	2.41	2.41	01/19/2016	03/19/2019	80,035	-	-	80,035
Federal Agencies	3135EJHG7	FEDERAL FARM CREDIT BANK	25,000,000	2.13	2.16	03/22/2018	03/22/2019	44,375	571	-	44,946
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	25,000,000	2.13	2.16	03/22/2018	03/22/2019	44,375	571	-	44,946
Federal Agencies	3134GBFR8	FREDDIE MAC	25,000,000	1.40	1.40	04/05/2017	04/05/2019	29,167	-	-	29,167
Federal Agencies	3137EADZ9	FREDDIE MAC	19,979,000	1.13	2.29	05/10/2018	04/15/2019	18,730	18,845	-	37,575
Federal Agencies	3133EF7L5	FEDERAL FARM CREDIT BANK	5,900,000	1.17	2.35	06/06/2018	05/16/2019	5,753	5,660	-	11,412
Federal Agencies	3133EGAV7	FEDERAL FARM CREDIT BANK	50,350,000	1.17	1.85	12/05/2017	05/17/2019	49,091	27,750	-	76,841
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	05/24/2016	05/24/2019	10,417	-	-	10,417
Federal Agencies	3130ABF92	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.47	05/12/2017	05/28/2019	34,375	2,280	-	36,655
Federal Agencies	3133EHLG6	FEDERAL FARM CREDIT BANK	27,000,000	1.32	1.35	05/30/2017	05/30/2019	29,700	666	-	30,366
Federal Agencies	3130AEFB1	FEDERAL HOME LOAN BANK	12,450,000	2.25	2.34	06/06/2018	06/06/2019	23,344	890	-	24,234
Federal Agencies	3133EHMR1	FEDERAL FARM CREDIT BANK	50,000,000	1.38	1.38	06/12/2017	06/12/2019	57,292	-	-	57,292
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.41	06/09/2017	06/14/2019	33,854	(4,316)	-	29,538
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.38	08/23/2017	06/14/2019	33,854	(4,943)	-	28,911
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	35,750,000	1.63	1.43	08/09/2017	06/14/2019	48,411	(5,601)	-	42,810
Federal Agencies	3134G9QW0	FREDDIE MAC	50,000,000	1.28	1.28	06/14/2016	06/14/2019	53,333	-	-	53,333
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	15,000,000	1.40	1.37	08/23/2017	07/01/2019	17,500	(239)	-	17,261
Federal Agencies	3133EGJX4	FEDERAL FARM CREDIT BANK	35,370,000	1.08	2.46	05/23/2018	07/05/2019	31,833	39,245	-	71,078
Federal Agencies	3134G9YR2	FREDDIE MAC	50,000,000	2.00	2.00	07/12/2016	07/12/2019	83,333	-	-	83,333
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	5,000,000	0.88	2.37	04/19/2018	08/05/2019	3,646	6,020	-	9,666
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	6,000,000	0.88	2.44	05/10/2018	08/05/2019	4,375	7,827	-	11,902
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	24,000,000	0.88	2.37	04/19/2018	08/05/2019	17,500	28,815	-	46,315
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	36,010,000	0.88	2.61	09/27/2018	08/05/2019	3,501	6,722	-	10,223
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	2.32	2.32	06/09/2016	08/09/2019	47,941	-	-	47,941
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	2.32	2.32	06/09/2016	08/09/2019	47,941	-	-	47,941
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	1.50	1.50	08/15/2016	08/15/2019	31,250	-	-	31,250
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	50,000,000	2.20	2.20	12/20/2016	08/20/2019	91,558	-	-	91,558
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	08/30/2016	08/23/2019	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	08/23/2016	08/23/2019	22,917	-	-	22,917
Federal Agencies	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	05/26/2016	08/26/2019	26,042	-	-	26,042
Federal Agencies	3134GAFY5	FREDDIE MAC	8,450,000	1.30	1.82	11/28/2017	08/28/2019	9,154	3,536	-	12,690
Federal Agencies	3134GAHR8	FREDDIE MAC	25,000,000	1.75	1.75	09/23/2016	09/23/2019	34,549	-	-	34,549
Federal Agencies	3135G0Q30	FANNIE MAE	50,000,000	1.18	1.18	10/21/2016	09/27/2019	49,167	-	-	49,167
Federal Agencies	3132X0KH3	FARMER MAC	50,000,000	2.35	2.35	10/06/2016	10/01/2019	97,808	-	-	97,808
Federal Agencies	3135EGXK6	FEDERAL FARM CREDIT BANK	20,000,000	1.12	1.86	12/01/2017	10/11/2019	18,667	11,841	-	30,508
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	04/11/2016	10/11/2019	18,750	-	-	18,750
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	21,500,000	1.50	1.59	10/13/2017	10/21/2019	26,875	1,547	-	28,422
Federal Agencies	3136G0T68	FANNIE MAE	14,000,000	1.33	1.44	08/28/2017	10/24/2019	15,517	1,211	-	16,728
Federal Agencies	3134GBHT2	FREDDIE MAC	50,000,000	1.63	1.60	09/12/2017	10/25/2019	67,708	(951)	-	66,757
Federal Agencies	3136G4FJ7	FANNIE MAE	25,000,000	1.20	1.20	10/25/2016	10/25/2019	25,000	-	-	25,000
Federal Agencies	3136G4EZ2	FANNIE MAE	50,000,000	1.13	1.16	10/28/2016	10/30/2019	46,875	1,367	-	48,242
Federal Agencies	3134GAVL5	FREDDIE MAC	100,000,000	1.17	1.17	11/04/2016	11/04/2019	97,500	-	-	97,500
Federal Agencies	3133EJRJ5	FEDERAL FARM CREDIT BANK	50,000,000	2.45	2.47	06/14/2018	11/14/2019	102,083	724	-	102,807

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	05/26/2016	11/26/2019	10,069	-	-	10,069
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	50,000,000	2.26	2.26	12/02/2016	12/02/2019	94,292	-	-	94,292
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	11,360,000	2.38	1.90	12/15/2017	12/13/2019	22,483	(4,322)	-	18,161
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	20,000,000	2.38	1.90	12/15/2017	12/13/2019	39,583	(7,638)	-	31,945
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	40,000,000	2.38	1.90	12/15/2017	12/13/2019	79,167	(15,214)	-	63,952
Federal Agencies	3132X0PG0	FARMER MAC	50,000,000	2.17	2.17	02/10/2017	01/03/2020	90,513	-	-	90,513
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	1.50	1.50	07/06/2016	01/06/2020	31,250	-	-	31,250
Federal Agencies	3136G4KQ5	FANNIE MAE	1,000,000	1.65	1.84	11/17/2017	01/17/2020	1,375	149	-	1,524
Federal Agencies	3136G4KQ5	FANNIE MAE	31,295,000	1.65	1.84	11/17/2017	01/17/2020	43,031	4,665	-	47,695
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	04/24/2018	01/24/2020	50,417	164	-	50,581
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	04/24/2018	01/24/2020	50,417	202	-	50,618
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.22	02/09/2018	02/11/2020	88,542	3,750	-	92,292
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	15,710,000	1.88	1.56	05/17/2017	03/13/2020	24,547	(3,895)	-	20,652
Federal Agencies	3133EHZN6	FEDERAL FARM CREDIT BANK	20,000,000	1.45	1.49	09/20/2017	03/20/2020	24,167	678	-	24,844
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	50,000,000	2.38	2.41	03/27/2018	03/27/2020	98,958	1,477	-	100,436
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	1.75	1.75	07/06/2016	04/06/2020	36,458	-	-	36,458
Federal Agencies	3134GBET5	FREDDIE MAC	10,000,000	1.80	2.68	05/22/2018	04/13/2020	15,000	6,962	-	21,962
Federal Agencies	3136G4BL6	FANNIE MAE	15,000,000	1.25	1.25	10/17/2016	04/17/2020	15,625	-	-	15,625
Federal Agencies	3130AE2M1	FEDERAL HOME LOAN BANK	50,000,000	2.50	2.50	04/20/2018	04/20/2020	104,167	-	-	104,167
Federal Agencies	3137EAEH7	FREDDIE MAC	35,000,000	2.50	2.51	04/19/2018	04/23/2020	72,917	314	-	73,231
Federal Agencies	3130AE2U3	FEDERAL HOME LOAN BANK	50,000,000	2.51	2.51	04/24/2018	04/24/2020	104,583	-	-	104,583
Federal Agencies	3130AE2U3	FEDERAL HOME LOAN BANK	50,000,000	2.51	2.51	04/24/2018	04/24/2020	104,583	-	-	104,583
Federal Agencies	3134GBLY6	FREDDIE MAC	25,000,000	1.75	1.75	05/08/2017	05/08/2020	36,458	-	-	36,458
Federal Agencies	3134GBPB2	FREDDIE MAC	15,750,000	1.70	1.70	05/30/2017	05/22/2020	22,313	68	-	22,381
Federal Agencies	3133EHK55	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	06/15/2017	06/15/2020	32,083	-	-	32,083
Federal Agencies	3133EHK55	FEDERAL FARM CREDIT BANK	26,900,000	1.54	1.55	06/15/2017	06/15/2020	34,522	147	-	34,669
Federal Agencies	3134GBST0	FREDDIE MAC	14,675,000	1.65	1.65	06/22/2017	06/22/2020	20,178	-	-	20,178
Federal Agencies	3134GBTX0	FREDDIE MAC	50,000,000	1.75	1.76	06/29/2017	06/29/2020	72,917	274	-	73,190
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.38	1.38	06/30/2016	06/30/2020	17,188	-	-	17,188
Federal Agencies	3134GB5M0	FREDDIE MAC	50,000,000	1.96	1.96	12/01/2017	07/01/2020	81,667	-	-	81,667
Federal Agencies	3133FHQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	07/06/2017	07/06/2020	32,292	275	-	32,566
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	50,000,000	1.75	1.75	07/13/2017	07/13/2020	72,917	-	-	72,917
Federal Agencies	3134GBXV9	FREDDIE MAC	50,000,000	1.85	1.85	07/13/2017	07/13/2020	77,083	-	-	77,083
Federal Agencies	3135G0T60	FANNIE MAE	50,000,000	1.50	1.60	08/01/2017	07/30/2020	62,500	4,154	-	66,654
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	08/28/2017	08/28/2020	9,213	18	-	9,231
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	25,000,000	1.80	1.80	08/28/2017	08/28/2020	37,500	-	-	37,500
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	50,000,000	1.80	1.80	08/28/2017	08/28/2020	75,000	-	-	75,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	25,000,000	2.40	2.43	03/14/2018	09/14/2020	50,000	510	-	50,510
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	18,000,000	1.38	1.48	09/08/2017	09/28/2020	20,625	1,553	-	22,178
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.48	09/08/2017	09/28/2020	34,375	2,589	-	36,964
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	25,530,000	1.70	2.48	03/12/2018	10/05/2020	36,168	15,828	-	51,996
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	2.30	2.30	11/02/2016	11/02/2020	47,979	-	-	47,979
Federal Agencies	3132X0ZF1	FARMER MAC	12,000,000	1.93	2.02	11/13/2017	11/09/2020	19,300	824	-	20,124
Federal Agencies	3137EAEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/2017	11/17/2020	78,125	1,311	-	79,436
Federal Agencies	3134GBX56	FREDDIE MAC	60,000,000	2.25	2.12	11/24/2017	11/24/2020	112,500	(6,109)	-	106,391
Federal Agencies	3134GBLR1	FREDDIE MAC	24,715,000	1.75	1.75	05/25/2017	11/25/2020	36,043	58	-	36,101
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/2017	11/27/2020	39,583	202	-	39,785
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/2017	11/27/2020	39,583	202	-	39,785
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/2017	12/11/2020	15,625	1,163	-	16,788
Federal Agencies	3132X0ZY0	FARMER MAC	12,750,000	2.05	2.07	12/15/2017	12/15/2020	21,781	234	-	22,015
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	2.26	2.26	12/21/2016	12/21/2020	94,141	-	-	94,141
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	2.54	2.54	12/24/2015	12/24/2020	202,509	-	-	202,509
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	2.38	2.38	01/25/2017	01/25/2021	37,583	-	-	37,583
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	2.38	2.38	01/25/2017	01/25/2021	37,583	-	-	37,583

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	50,200,000	1.87	1.88	09/20/2017	02/10/2021	78,228	243	-	78,471
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.59	04/16/2018	02/12/2021	97,917	9,476	-	107,393
Federal Agencies	3137EAE19	FREDDIE MAC	22,000,000	2.38	2.47	02/16/2018	02/16/2021	43,542	1,590	-	45,131
Federal Agencies	3134GBD57	FREDDIE MAC	5,570,000	1.80	1.80	08/30/2017	02/26/2021	8,355	13	-	8,368
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8,585,000	2.20	2.17	08/11/2017	03/22/2021	15,739	(189)	-	15,550
Federal Agencies	3132X0Q53	FARMER MAC	6,350,000	2.60	2.64	03/29/2018	03/29/2021	13,758	189	-	13,948
Federal Agencies	3132X0Q53	FARMER MAC	20,450,000	2.60	2.64	03/29/2018	03/29/2021	44,308	610	-	44,918
Federal Agencies	3134GBJP8	FREDDIE MAC	22,000,000	1.89	2.06	11/16/2017	05/03/2021	34,650	2,976	-	37,626
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	05/22/2018	05/10/2021	39,825	1,298	-	41,123
Federal Agencies	3134GSNV3	FREDDIE MAC	50,000,000	2.80	2.81	06/14/2018	06/14/2021	116,667	205	-	116,872
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/2017	06/15/2021	88,750	-	-	88,750
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/2017	06/15/2021	88,750	-	-	88,750
Federal Agencies	3135G0U35	FANNIE MAE	25,000,000	2.75	2.76	06/25/2018	06/22/2021	57,292	158	-	57,449
Federal Agencies	3134GBJ60	FREDDIE MAC	50,000,000	1.90	1.90	09/29/2017	06/29/2021	79,167	-	-	79,167
Federal Agencies	3134G9H26	FREDDIE MAC	1,219,000	1.50	1.92	01/29/2018	06/30/2021	1,524	410	-	1,934
Federal Agencies	3134G9H26	FREDDIE MAC	3,917,000	1.50	1.86	01/25/2018	06/30/2021	4,896	1,126	-	6,023
Federal Agencies	3134G9H26	FREDDIE MAC	100,000,000	2.08	2.08	11/01/2017	07/01/2021	173,333	-	-	173,333
Federal Agencies	3134GBM25	FREDDIE MAC	50,000,000	1.92	1.92	10/02/2017	07/01/2021	80,000	-	-	80,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	25,000,000	1.88	1.95	09/18/2017	09/13/2021	39,063	1,494	-	40,556
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/2016	10/07/2021	28,646	-	-	28,646
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/2016	10/25/2021	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/2016	10/25/2021	17,188	-	-	17,188
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	2.40	2.40	12/08/2016	12/08/2021	49,810	-	-	49,810
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	2.40	2.40	12/08/2016	12/08/2021	49,810	-	-	49,810
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	50,000,000	2.00	2.00	09/08/2017	12/15/2021	83,333	-	-	83,333
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	06/06/2017	04/05/2022	37,834	(1,229)	-	36,605
Federal Agencies	3134GBQ60	FREDDIE MAC	50,000,000	2.18	2.18	05/25/2017	05/25/2022	90,833	-	-	90,833
Federal Agencies	3133EHL77	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	06/06/2017	06/02/2022	77,149	(976)	-	76,173
Federal Agencies	3133EHL77	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	06/09/2017	06/02/2022	78,125	41	-	78,166
Federal Agencies	3133EJRN1	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.05	06/13/2018	06/13/2022	62,500	873	-	63,373
Federal Agencies	3134GBF72	FREDDIE MAC	50,000,000	2.01	2.01	09/15/2017	06/15/2022	83,750	-	-	83,750
Federal Agencies	3134GBN73	FREDDIE MAC	50,000,000	2.07	2.07	10/02/2017	07/01/2022	86,250	-	-	86,250
Federal Agencies	3134GBW99	FREDDIE MAC	100,000,000	2.24	2.24	11/01/2017	07/01/2022	186,667	-	-	186,667
Federal Agencies	3134GBXU1	FREDDIE MAC	31,575,000	2.25	2.25	07/27/2017	07/27/2022	59,203	-	-	59,203
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	50,000,000	2.17	2.17	09/01/2017	09/01/2022	90,417	-	-	90,417
Federal Agencies	3134GSNN1	FREDDIE MAC	100,000,000	3.27	3.27	06/14/2018	06/14/2023	272,500	-	-	272,500
Federal Agencies	3134GSPD1	FREDDIE MAC	50,000,000	3.32	3.32	06/14/2018	06/14/2023	138,333	-	-	138,333
Federal Agencies	3134GSRZ0	FREDDIE MAC	50,000,000	3.35	3.35	07/26/2018	07/26/2023	139,583	-	-	139,583
Federal Agencies	3134GSUA1	FREDDIE MAC	50,000,000	3.38	3.38	08/16/2018	08/16/2023	140,625	-	-	140,625
Subtotals			\$ 4,855,475,000					\$ 8,013,091	\$ 294,362	\$ -	\$ 8,307,452
State/Local Agencies	13063C4V9	CALIFORNIA ST	50,000,000	1.05	0.90	11/03/2016	11/01/2018	43,750	\$ (6,078)	\$ -	\$ 37,672
State/Local Agencies	13063DAB4	CALIFORNIA ST	23,000,000	1.59	1.59	04/27/2017	04/01/2019	30,533	-	-	30,533
State/Local Agencies	13063CKL3	CALIFORNIA ST	4,750,000	2.25	1.15	10/27/2016	05/01/2019	8,906	(4,227)	-	4,679
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUES	2,000,000	1.23	1.23	06/30/2016	05/15/2019	2,047	-	-	2,047
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	4,180,000	1.80	1.57	10/05/2015	07/01/2019	6,256	(757)	-	5,499
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	16,325,000	1.80	1.56	10/02/2015	07/01/2019	24,433	(2,997)	-	21,437
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	04/23/2015	10/01/2019	43,130	(31,767)	-	11,364
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL A	18,000,000	1.45	1.45	08/16/2016	05/01/2020	21,690	-	-	21,690
State/Local Agencies	13063DGA0	CALIFORNIA ST	33,000,000	2.80	2.80	04/25/2018	04/01/2021	77,000	(37)	-	76,963
State/Local Agencies	13066TYT5	CALIFORNIA ST DEPT OF WTR RESO	28,556,228	1.71	2.30	02/06/2017	05/01/2021	40,764	9,382	-	50,146
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUES	1,769,000	1.91	1.40	08/09/2016	05/15/2021	2,816	(719)	-	2,097
Subtotals			\$ 190,080,228					\$ 301,325	\$ (37,199)	\$ -	\$ 264,126

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Public Time Deposits	PPF00EG70	BANK OF SAN FRANCISCO	\$ -	1.91	1.91	03/16/2018	09/12/2018	\$ 2,918	\$ -	\$ -	\$ 2,918
Public Time Deposits	PP0818WE8	SAN FRANCISCO CREDIT UNION	10,000,000	2.11	2.11	06/05/2018	12/05/2018	18,095	-	-	18,095
Public Time Deposits	PP041B740	BANK OF SAN FRANCISCO	5,000,000	2.15	2.15	09/12/2018	12/11/2018	5,674	-	-	5,674
Public Time Deposits	PPQD1P014	BRIDGE BANK	10,000,000	2.12	2.12	06/25/2018	12/26/2018	17,425	-	-	17,425
Public Time Deposits	PP9J42KU2	PREFERRED BANK LA CALIF	240,000	2.59	2.59	05/16/2018	05/16/2019	511	-	-	511
Subtotals			\$ 25,240,000					\$ 44,622	\$ -	\$ -	\$ 44,622
Negotiable CDs	06371EN60	BANK OF MONTREAL CHICAGO	\$ -	2.05	2.05	02/09/2018	09/06/2018	\$ 7,118	\$ -	\$ -	\$ 7,118
Negotiable CDs	06417GK72	BANK OF NOVA SCOTIA HOUSTON	-	2.09	2.09	02/14/2018	09/17/2018	46,444	-	-	46,444
Negotiable CDs	65602U6M5	NORINCHUKIN BANK NY	-	2.04	2.04	08/17/2018	09/17/2018	45,333	-	-	45,333
Negotiable CDs	65602UP85	NORINCHUKIN BANK (NY)	-	2.46	2.46	03/29/2018	09/28/2018	92,428	-	-	92,428
Negotiable CDs	96121T454	BANK OF MONTREAL CHICAGO	50,000,000	2.33	2.33	10/03/2017	10/01/2018	97,105	-	-	97,105
Negotiable CDs	06371ERP4	WESTPAC BANKING CORP NY	50,000,000	2.35	2.35	10/11/2017	10/15/2018	95,724	-	-	95,724
Negotiable CDs	06417GZR2	BANK OF MONTREAL CHICAGO	45,000,000	2.43	2.43	10/16/2017	10/25/2018	86,436	-	-	86,436
Negotiable CDs	89113XJJ4	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.42	2.42	10/25/2017	10/25/2018	95,623	-	-	95,623
Negotiable CDs	06417GZT8	TORONTO DOMINION BANK NY	50,000,000	2.42	2.42	10/18/2017	10/25/2018	95,623	-	-	95,623
Negotiable CDs	89113XJZ7	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.33	2.33	11/02/2017	11/09/2018	96,422	-	-	96,422
Negotiable CDs	89113XLP7	TORONTO DOMINION BANK NY	50,000,000	2.32	2.32	11/02/2017	11/09/2018	96,005	-	-	96,005
Negotiable CDs	78009N3T1	TORONTO DOMINION BANK NY	50,000,000	1.83	1.83	11/20/2017	11/20/2018	76,250	-	-	76,250
Negotiable CDs	63873NTL5	ROYAL BANK OF CANADA NY	50,000,000	2.44	2.44	05/14/2018	11/26/2018	101,667	-	-	101,667
Negotiable CDs	78012UAW5	ROYAL BANK OF CANADA NY	25,000,000	2.36	2.36	02/27/2018	11/27/2018	49,266	-	-	49,266
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	25,000,000	2.35	2.35	12/06/2017	12/06/2018	48,825	-	-	48,825
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	50,000,000	2.35	2.35	12/06/2017	12/06/2018	97,651	-	-	97,651
Negotiable CDs	06417GCA8	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.35	2.35	12/07/2017	12/07/2018	97,594	-	-	97,594
Negotiable CDs	78009N5B8	ROYAL BANK OF CANADA NY	50,000,000	2.35	2.35	12/08/2017	12/07/2018	97,594	-	-	97,594
Negotiable CDs	96121T5B0	WESTPAC BANKING CORP NY	50,000,000	2.32	2.32	12/07/2017	12/07/2018	96,344	-	-	96,344
Negotiable CDs	78009N5M4	ROYAL BANK OF CANADA NY	50,000,000	2.41	2.41	12/19/2017	12/19/2018	98,070	-	-	98,070
Negotiable CDs	96121T5K0	WESTPAC BANKING CORP NY	50,000,000	2.30	2.30	12/19/2017	12/19/2018	95,807	-	-	95,807
Negotiable CDs	06371EA64	BANK OF MONTREAL CHICAGO	25,000,000	2.05	2.05	12/27/2017	12/21/2018	42,708	-	-	42,708
Negotiable CDs	96121T5M6	WESTPAC BANKING CORP NY	50,000,000	2.47	2.47	12/28/2017	12/28/2018	96,354	-	-	96,354
Negotiable CDs	06371EFH5	BANK OF MONTREAL CHICAGO	50,000,000	2.57	2.57	07/17/2017	01/17/2019	106,917	-	-	106,917
Negotiable CDs	06371EL21	BANK OF MONTREAL CHICAGO	25,000,000	2.46	2.46	01/29/2018	01/23/2019	48,959	-	-	48,959
Negotiable CDs	89114MBD8	TORONTO DOMINION BANK NY	15,000,000	2.43	2.43	08/14/2018	02/15/2019	30,375	-	-	30,375
Negotiable CDs	96121T7B8	WESTPAC BANKING CORP NY	50,000,000	2.44	2.44	03/05/2018	03/05/2019	101,483	-	-	101,483
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	27,838,000	2.61	2.61	03/09/2017	03/08/2019	60,436	-	-	60,436
Negotiable CDs	78012UCE3	ROYAL BANK OF CANADA NY	50,000,000	2.59	2.59	03/28/2018	04/01/2019	107,939	-	-	107,939
Negotiable CDs	06417GR42	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.58	2.58	04/04/2018	04/03/2019	107,525	-	-	107,525
Negotiable CDs	06370RCZ0	BANK OF MONTREAL CHICAGO	50,000,000	2.60	2.60	07/06/2018	04/24/2019	108,333	-	-	108,333
Negotiable CDs	25215FDX9	DEXIA CREDIT LOCAL SA NY	50,000,000	2.57	2.57	08/09/2018	04/24/2019	107,083	-	-	107,083
Negotiable CDs	89113X3M4	TORONTO DOMINION BANK NY	50,000,000	2.65	2.65	06/20/2018	04/29/2019	110,417	-	-	110,417
Negotiable CDs	78012UGB5	ROYAL BANK OF CANADA NY	50,000,000	2.53	2.53	08/20/2018	04/29/2019	105,417	-	-	105,417
Negotiable CDs	89114MBQ9	TORONTO DOMINION BANK NY	50,000,000	2.56	2.56	08/16/2018	04/29/2019	106,667	-	-	106,667
Negotiable CDs	78012UDL6	ROYAL BANK OF CANADA NY	35,000,000	2.48	2.48	05/02/2018	05/01/2019	72,349	-	-	72,349
Negotiable CDs	78012UGF6	ROYAL BANK OF CANADA NY	25,000,000	2.55	2.55	08/23/2018	05/06/2019	53,125	-	-	53,125
Negotiable CDs	78012UDR3	ROYAL BANK OF CANADA NY	40,000,000	2.69	2.69	05/10/2018	05/13/2019	89,667	-	-	89,667
Negotiable CDs	78012UDV4	ROYAL BANK OF CANADA NY	25,000,000	2.66	2.66	05/23/2018	05/24/2019	55,417	-	-	55,417
Negotiable CDs	89113XX41	TORONTO DOMINION BANK NY	25,000,000	2.68	2.68	05/23/2018	05/24/2019	55,833	-	-	55,833
Negotiable CDs	78012UDX0	ROYAL BANK OF CANADA NY	50,000,000	2.41	2.41	06/04/2018	06/04/2019	100,433	-	-	100,433
Negotiable CDs	25215FDL5	DEXIA CREDIT LOCAL SA NY	40,000,000	2.40	2.40	06/07/2018	06/07/2019	79,742	-	-	79,742
Negotiable CDs	25215FDY7	DEXIA CREDIT LOCAL SA NY	50,000,000	2.62	2.62	08/10/2018	06/14/2019	109,167	-	-	109,167
Negotiable CDs	89114MAX5	TORONTO DOMINION BANK NY	50,000,000	2.61	2.61	08/13/2018	06/14/2019	108,750	-	-	108,750
Negotiable CDs	06370RHT9	BANK OF MONTREAL CHICAGO	40,000,000	2.64	2.64	09/07/2018	06/24/2019	70,400	-	-	70,400
Negotiable CDs	78012UGS8	ROYAL BANK OF CANADA NY	50,000,000	2.65	2.65	08/31/2018	06/24/2019	110,417	-	-	110,417
Negotiable CDs	89114MAY3	TORONTO DOMINION BANK NY	50,000,000	2.63	2.63	08/13/2018	07/01/2019	109,583	-	-	109,583

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	50,000,000	2.64	2.64	08/21/2018	07/01/2019	110,000	-	-	110,000
Subtotals			\$ 1,917,838,000				\$ 4,078,826	\$ -	\$ -	\$ -	\$ 4,078,826
Commercial Paper	63873KJ40	NATIXIS NY BRANCH	\$ -	0.00	1.89	08/31/2018	09/04/2018	\$ -	6,300	\$ -	6,300
Commercial Paper	63873KJ40	NATIXIS NY BRANCH	-	0.00	1.89	08/31/2018	09/04/2018	-	7,088	-	7,088
Commercial Paper	62479MJ53	MUFG BANK LTD NY	-	0.00	2.42	04/24/2018	09/05/2018	-	10,667	-	10,667
Commercial Paper	63873KJ57	NATIXIS NY BRANCH	-	0.00	1.89	09/04/2018	09/05/2018	-	2,625	-	2,625
Commercial Paper	63873KJ57	NATIXIS NY BRANCH	-	0.00	1.89	09/04/2018	09/05/2018	-	2,625	-	2,625
Commercial Paper	63873KJ65	NATIXIS NY BRANCH	-	0.00	1.89	09/05/2018	09/06/2018	-	2,993	-	2,993
Commercial Paper	63873KJ65	NATIXIS NY BRANCH	-	0.00	1.89	09/05/2018	09/06/2018	-	2,625	-	2,625
Commercial Paper	63873KJ73	NATIXIS NY BRANCH	-	0.00	1.89	09/06/2018	09/07/2018	-	2,625	-	2,625
Commercial Paper	63873KJ73	NATIXIS NY BRANCH	-	0.00	1.89	09/07/2018	09/10/2018	-	8,663	-	8,663
Commercial Paper	63873KJ6A	NATIXIS NY BRANCH	-	0.00	1.89	09/07/2018	09/10/2018	-	2,625	-	2,625
Commercial Paper	63873KJB4	NATIXIS NY BRANCH	-	0.00	1.89	09/10/2018	09/11/2018	-	2,100	-	2,100
Commercial Paper	63873KJC2	NATIXIS NY BRANCH	-	0.00	1.89	09/11/2018	09/12/2018	-	26,000	-	26,000
Commercial Paper	19416FJD7	COLGATE-PALMOLIVE CO	-	0.00	1.95	09/05/2018	09/13/2018	-	18,958	-	18,958
Commercial Paper	62479MJD6	MUFG BANK LTD NY	-	0.00	1.95	09/06/2018	09/13/2018	-	1,600	-	1,600
Commercial Paper	63873KJD0	NATIXIS NY BRANCH	-	0.00	1.92	09/12/2018	09/13/2018	-	2,111	-	2,111
Commercial Paper	63873KJE8	NATIXIS NY BRANCH	-	0.00	2.09	07/27/2018	09/17/2018	-	10,169	-	10,169
Commercial Paper	62479MJH7	MUFG BANK LTD NY	-	0.00	2.21	04/25/2018	09/19/2018	-	27,375	-	27,375
Commercial Paper	03785EJK1	APPLE INC	-	0.00	2.43	04/03/2018	09/21/2018	-	66,667	-	66,667
Commercial Paper	62479MJM6	MUFG BANK LTD NY	-	0.00	2.29	06/19/2018	09/21/2018	-	16,467	-	16,467
Commercial Paper	62479MJM6	MUFG BANK LTD NY	-	0.00	2.29	05/29/2018	09/21/2018	-	31,528	-	31,528
Commercial Paper	89233HJM7	TOYOTA MOTOR CREDIT CORP	-	0.00	2.15	09/27/2018	09/28/2018	-	4,181	-	4,181
Commercial Paper	63873KJU2	NATIXIS NY BRANCH	-	0.00	2.10	08/08/2018	10/01/2018	-	19,158	-	19,158
Commercial Paper	62479MK10	MUFG BANK LTD NY	11,000,000	0.00	2.34	04/03/2018	10/03/2018	-	77,000	-	77,000
Commercial Paper	25214PFC2	DEXIA CREDIT LOCAL SA NY	40,000,000	0.00	2.32	06/19/2018	10/05/2018	-	36,417	-	36,417
Commercial Paper	62479MK51	MUFG BANK LTD NY	19,000,000	0.00	2.20	09/28/2018	10/05/2018	-	13,750	-	13,750
Commercial Paper	62479MK51	MUFG BANK LTD NY	75,000,000	0.00	2.08	01/22/2018	10/19/2018	-	42,708	-	42,708
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	25,000,000	0.00	2.08	01/24/2018	10/19/2018	-	76,875	-	76,875
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	45,000,000	0.00	2.09	01/25/2018	10/22/2018	-	42,917	-	42,917
Commercial Paper	06538CKN0	BANK OF TOKYO-MIT UFJ NY	25,000,000	0.00	2.21	08/08/2018	10/29/2018	-	20,167	-	20,167
Commercial Paper	62479MKV4	MUFG BANK LTD NY	11,000,000	0.00	2.24	02/15/2018	11/09/2018	-	91,667	-	91,667
Commercial Paper	89233HL93	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.37	05/31/2018	11/26/2018	-	97,500	-	97,500
Commercial Paper	89233HLS1	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.39	06/04/2018	12/10/2018	-	49,167	-	49,167
Commercial Paper	25214PHL0	DEXIA CREDIT LOCAL SA NY	25,000,000	0.00	2.34	08/10/2018	12/10/2018	-	29,000	-	29,000
Commercial Paper	62479MMA8	MUFG BANK LTD NY	15,000,000	0.00	2.46	06/21/2018	01/07/2019	-	50,625	-	50,625
Commercial Paper	89233HN75	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	2.42	08/10/2018	01/22/2019	-	41,825	-	41,825
Commercial Paper	62479MNN9	MUFG BANK LTD NY	21,000,000	0.00	2.45	08/08/2018	02/04/2019	-	30,250	-	30,250
Commercial Paper	89116FP46	TORONTO DOMINION HDG USA	15,000,000	0.00	2.51	05/15/2018	02/05/2019	-	102,500	-	102,500
Commercial Paper	25214PH22	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.51	07/03/2018	02/06/2019	-	61,750	-	61,750
Commercial Paper	89233HP65	TOYOTA MOTOR CREDIT CORP	30,000,000	0.00	2.37	08/17/2018	02/15/2019	-	87,750	-	87,750
Commercial Paper	03785EPF5	APPLE INC	45,000,000	0.00	2.59	06/08/2018	02/20/2019	-	63,500	-	63,500
Commercial Paper	62479MPL1	MUFG BANK LTD NY	30,000,000	0.00	2.52	07/18/2018	02/22/2019	-	66,133	-	66,133
Commercial Paper	25214PJV6	DEXIA CREDIT LOCAL SA NY	32,000,000	0.00	2.46	08/14/2018	02/22/2019	-	30,375	-	30,375
Commercial Paper	62479MPN7	MUFG BANK LTD NY	15,000,000	0.00	2.51	08/14/2018	03/25/2019	-	30,875	-	30,875
Commercial Paper	62479MQR7	MUFG BANK LTD NY	15,000,000	0.00	2.51	08/14/2018	04/01/2019	-	30,875	-	30,875
Commercial Paper	25214PKT9	DEXIA CREDIT LOCAL SA NY	15,000,000	0.00	2.51	08/14/2018	04/01/2019	-	30,875	-	30,875
Subtotals			\$ 684,000,000				\$ 1,451,397	\$ -	\$ 1,451,397	\$ -	\$ 1,451,397
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	\$ -	2.60	2.60	01/09/2017	01/09/2019	\$ 108,276	\$ -	\$ -	108,276
Medium Term Notes	037833AQ3	APPLE INC	50,000,000	2.10	2.37	05/31/2018	05/06/2019	32,923	4,167	-	37,089
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	18,813,000	1.90	2.62	06/20/2018	11/01/2019	15,279	5,587	-	20,866
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	9,650,000	2.20	2.25	01/11/2018	01/10/2020	36,667	733	-	37,399

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Amort. Expense	Realized Gain/(Loss)	Earned Interest	Earned Income /Net Earnings
Subtotals			\$ 98,463,000					\$ 10,486	\$ -	\$ 193,145	\$ 203,631
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-1	\$ 10,048,019	1.87	1.87	08/03/2018	10/01/2018	\$ -	\$ -	\$ 15,415	\$ 15,415
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	\$ 74,061,227	1.95	1.95	08/03/2018	10/01/2018	\$ -	\$ -	\$ 26,344	\$ 26,344
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 40,075,455	2.03	2.03	01/15/2013	10/01/2018	\$ -	\$ -	\$ 6,810	\$ 6,810
Money Market Funds	31607A703	FIDELITY INST GOV FUND	\$ 251,936,629	1.92	1.92	11/04/2015	10/01/2018	\$ -	\$ -	\$ 331,127	\$ 331,127
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	\$ 50,267,405	1.93	1.93	12/31/2012	10/01/2018	\$ -	\$ -	\$ 22,578	\$ 22,578
Subtotals			\$ 426,388,736					\$ -	\$ -	\$ 402,274	\$ 402,274
Supranationals	459053E83	IBRD DISCOUNT NOTE	\$ -	0.00	1.87	09/06/2018	09/07/2018	\$ 2,701	\$ -	\$ -	\$ 2,701
Supranationals	459053G32	IBRD DISCOUNT NOTE	\$ -	0.00	1.88	09/17/2018	09/18/2018	\$ 3,342	\$ -	\$ -	\$ 3,342
Supranationals	459053G40	INTL BK RECON & DEVELOP DISC	\$ -	0.00	1.94	05/30/2018	09/19/2018	\$ 14,475	\$ -	\$ -	\$ 14,475
Supranationals	459058E80	INTL BK RECON & DEVELOP	\$ 25,000,000	1.00	1.07	10/07/2015	10/05/2018	\$ 1,165	\$ -	\$ 20,833	\$ 21,999
Supranationals	45905VLM6	INTERNATIONAL FINANCE CORP	\$ 50,000,000	2.12	2.12	03/01/2018	03/01/2019	\$ -	\$ -	\$ 88,191	\$ 88,191
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	\$ 5,000,000	1.00	2.43	06/11/2018	05/13/2019	\$ 5,804	\$ -	\$ 4,167	\$ 9,970
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	\$ 14,270,000	1.00	2.41	06/06/2018	05/13/2019	\$ 16,301	\$ -	\$ 11,892	\$ 28,193
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	\$ 20,557,000	1.00	2.30	06/01/2018	05/13/2019	\$ 21,727	\$ -	\$ 17,131	\$ 38,858
Supranationals	459058EV1	INTL BK RECON & DEVELOP	\$ 10,000,000	1.25	2.47	06/28/2018	07/26/2019	\$ 9,870	\$ -	\$ 10,417	\$ 20,287
Supranationals	459058FQ1	INTL BK RECON & DEVELOP	\$ 50,000,000	1.20	1.75	11/06/2017	09/30/2019	\$ 22,342	\$ -	\$ 50,000	\$ 72,342
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	\$ 25,000,000	1.30	1.56	06/02/2017	10/25/2019	\$ 5,314	\$ -	\$ 27,083	\$ 32,398
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	\$ 29,300,000	1.30	1.56	06/02/2017	10/25/2019	\$ 6,228	\$ -	\$ 31,742	\$ 37,970
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	\$ 50,000,000	1.88	1.92	03/21/2017	04/21/2020	\$ 1,158	\$ -	\$ 78,125	\$ 79,283
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	\$ 10,000,000	1.63	2.72	05/17/2018	05/12/2020	\$ 8,704	\$ -	\$ 13,542	\$ 22,246
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	\$ 25,000,000	1.63	1.72	04/12/2017	05/12/2020	\$ 1,579	\$ -	\$ 33,854	\$ 35,433
Supranationals	459058GA5	INTL BK RECON & DEVELOP	\$ 50,000,000	1.63	1.64	08/29/2017	09/04/2020	\$ 286	\$ -	\$ 67,769	\$ 68,054
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	\$ 50,000,000	1.95	1.97	11/09/2017	11/09/2020	\$ 958	\$ -	\$ 81,250	\$ 82,208
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	\$ 50,000,000	1.95	2.15	12/20/2017	11/09/2020	\$ 8,005	\$ -	\$ 81,250	\$ 89,255
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	\$ 50,000,000	2.25	2.35	01/25/2018	01/25/2021	\$ 4,024	\$ -	\$ 93,750	\$ 97,774
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	\$ 45,000,000	2.63	2.70	04/19/2018	04/19/2021	\$ 2,710	\$ -	\$ 98,438	\$ 101,147
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	\$ 50,000,000	2.63	2.84	05/16/2018	04/19/2021	\$ 8,588	\$ -	\$ 109,375	\$ 117,963
Supranationals	45950KJC7	INTERNATIONAL FINANCE CORP	\$ 12,135,000	1.13	2.97	05/23/2018	07/20/2021	\$ 16,587	\$ -	\$ 11,387	\$ 27,974
Supranationals	459058GH0	INTL BK RECON & DEVELOP	\$ 50,000,000	2.75	2.83	07/25/2018	07/23/2021	\$ 3,208	\$ -	\$ 114,583	\$ 117,792
Supranationals	45905UW59	INTL BK RECON & DEVELOP	\$ 50,000,000	3.05	3.06	09/13/2018	09/13/2021	\$ 246	\$ -	\$ 76,250	\$ 76,496
Subtotals			\$ 721,262,000					\$ 165,324	\$ -	\$ 1,121,027	\$ 1,286,351
Grand Totals			\$ 9,878,746,963					\$ 2,590,992	\$ -	\$ 14,982,733	\$ 17,573,724

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended September 30, 2018

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	09/01/2018	10/01/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	\$ 116	1.81	1.81	\$ 100.00	\$ -	116
Purchase	09/04/2018	09/05/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E69	18,000,000	0.00	1.87	99.99	-	17,999,065
Purchase	09/04/2018	09/05/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E69	50,000,000	0.00	1.87	99.99	-	49,997,403
Purchase	09/04/2018	09/05/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ57	50,000,000	0.00	1.89	99.99	-	49,997,375
Purchase	09/04/2018	09/05/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ57	50,000,000	0.00	1.89	99.99	-	49,997,375
Purchase	09/04/2018	09/06/2018	U.S. Treasuries	TREASURY BILL	912796PY9	50,000,000	0.00	1.91	99.99	-	49,994,705
Purchase	09/05/2018	09/06/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ65	50,000,000	0.00	1.89	99.99	-	49,997,375
Purchase	09/05/2018	09/06/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ65	57,000,000	0.00	1.89	99.99	-	56,997,008
Purchase	09/05/2018	09/06/2018	U.S. Treasuries	TREASURY BILL	912796PY9	100,000,000	0.00	1.89	99.99	-	99,994,750
Purchase	09/05/2018	09/13/2018	Commercial Paper	COLGATE-PALMOLIVE CO	19416FJD7	60,000,000	0.00	1.95	99.96	-	59,974,000
Purchase	09/06/2018	09/07/2018	Supranationals	IBRD DISCOUNT NOTE	459053E83	52,000,000	0.00	1.87	99.99	-	51,997,299
Purchase	09/06/2018	09/07/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E85	47,313,000	0.00	1.86	99.99	-	47,310,555
Purchase	09/06/2018	09/07/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E85	50,000,000	0.00	1.86	99.99	-	49,997,417
Purchase	09/06/2018	09/07/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ73	50,000,000	0.00	1.89	99.99	-	49,997,375
Purchase	09/06/2018	09/07/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ73	50,000,000	0.00	1.89	99.99	-	49,997,375
Purchase	09/06/2018	09/13/2018	Commercial Paper	MUFG BANK LTD NY	62479MJD6	50,000,000	0.00	1.95	99.96	-	49,981,042
Purchase	09/07/2018	09/10/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F35	27,133,000	0.00	1.86	99.98	-	27,128,794
Purchase	09/07/2018	09/10/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F35	50,000,000	0.00	1.85	99.98	-	49,992,292
Purchase	09/07/2018	09/13/2018	Federal Agencies	NATIXIS NY BRANCH	63873KJ66	55,000,000	0.00	1.89	99.98	-	54,991,338
Purchase	09/07/2018	09/13/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F68	50,000,000	0.00	1.86	99.97	-	49,984,500
Purchase	09/07/2018	06/24/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RHT9	40,000,000	2.64	2.64	100.00	-	40,000,000
Purchase	09/10/2018	09/11/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F43	24,000,000	0.00	1.86	99.99	-	23,998,760
Purchase	09/10/2018	09/11/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F43	50,000,000	0.00	1.86	99.99	-	49,997,417
Purchase	09/10/2018	09/11/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ84	50,000,000	0.00	1.89	99.99	-	49,997,375
Purchase	09/11/2018	09/12/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F50	43,000,000	0.00	1.86	99.99	-	42,997,778
Purchase	09/11/2018	09/12/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ2	40,000,000	0.00	1.89	99.99	-	39,997,900
Purchase	09/12/2018	09/13/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ0	34,000,000	0.00	1.86	99.99	-	33,998,243
Purchase	09/12/2018	12/11/2018	Public Time Deposits	BANK OF SAN FRANCISCO	PP041B740	5,000,000	2.15	2.15	100.00	-	5,000,000
Purchase	09/13/2018	09/14/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ88	40,000,000	0.00	1.90	99.99	-	39,997,889
Purchase	09/13/2018	09/13/2021	Supranationals	INTL BK RECON & DEVELOP	45905UW59	50,000,000	3.05	3.06	99.97	-	49,985,000
Purchase	09/14/2018	09/17/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G26	20,000,000	0.00	1.87	99.98	-	19,996,883
Purchase	09/14/2018	09/17/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G26	50,000,000	0.00	1.87	99.98	-	49,992,208
Purchase	09/17/2018	09/18/2018	Supranationals	IBRD DISCOUNT NOTE	459053G32	64,000,000	0.00	1.88	99.99	-	63,996,658
Purchase	09/18/2018	09/19/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G42	65,000,000	0.00	1.87	99.99	-	64,996,624
Purchase	09/19/2018	09/20/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G59	44,000,000	0.00	1.89	99.99	-	43,997,690
Purchase	09/20/2018	09/21/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G67	16,000,000	0.00	1.90	99.99	-	15,999,156
Purchase	09/25/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	60,000,000	1.92	1.92	100.00	-	60,000,000
Purchase	09/26/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	24,000,000	1.92	1.92	100.00	-	24,000,000
Purchase	09/27/2018	09/28/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ2	70,000,000	0.00	2.15	99.99	-	69,995,819
Purchase	09/27/2018	08/05/2019	Federal Agencies	FEDERAL HOME LOAN BANK	608919718	36,010,000	0.88	2.61	98.54	45.513	35,531,207
Purchase	09/28/2018	10/01/2018	Money Market Funds	FEDERATED GOVERNMENT OBL	61747C707	64,000,000	1.95	1.95	100.00	-	64,000,000
Purchase	09/28/2018	10/01/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	40,000,000	2.03	2.03	100.00	-	40,000,000
Purchase	09/28/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	40,000,000	1.92	1.92	100.00	-	40,000,000
Purchase	09/28/2018	10/01/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	40,000,000	1.93	1.93	100.00	-	40,000,000
Purchase	09/28/2018	10/05/2018	Commercial Paper	MUFG BANK LTD NY	62479MK51	75,000,000	0.00	2.20	99.96	-	74,967,917
Purchase	09/30/2018	10/01/2018	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	15,415	1.87	1.87	100.00	-	15,415
Purchase	09/30/2018	10/01/2018	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	26,344	1.95	1.95	100.00	-	26,344
Purchase	09/30/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	331,127	1.92	1.92	100.00	-	331,127
Purchase	09/30/2018	10/01/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	22,578	1.93	1.93	100.00	-	22,578
Subtotals						\$2,103,851,580	0.41	1.97	\$ 99.97	\$ 45,513	\$2,103,165,546

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Sale	09/05/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	\$ 60,000,000	1.92	1.92	\$ 100.00	\$ -	\$ 60,000,000
Sale	09/27/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	\$ 75,000,000	1.92	1.92	100.00	-	75,000,000
Subtotals						\$ 135,000,000	1.92	1.92	\$ 100.00	\$ -	\$ 135,000,000
Maturity	09/04/2018	09/04/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E51	\$ 34,000,000	0.00	1.86	100.00	\$ -	\$ 34,000,000
Maturity	09/04/2018	09/04/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E51	34,000,000	0.00	1.86	100.00	-	34,000,000
Maturity	09/04/2018	09/04/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E51	50,000,000	0.00	1.86	100.00	-	50,000,000
Maturity	09/04/2018	09/04/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ40	40,000,000	0.00	1.89	100.00	-	40,000,000
Maturity	09/04/2018	09/04/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ40	45,000,000	0.00	1.89	100.00	-	45,000,000
Maturity	09/05/2018	09/05/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E69	18,000,000	0.00	1.87	100.00	-	18,000,000
Maturity	09/05/2018	09/05/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E69	50,000,000	0.00	1.87	100.00	-	50,000,000
Maturity	09/05/2018	09/05/2018	Commercial Paper	MUFG BANK LTD NY	62479MJ53	40,000,000	0.00	2.42	100.00	-	40,000,000
Maturity	09/05/2018	09/05/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ57	50,000,000	0.00	1.89	100.00	-	50,000,000
Maturity	09/05/2018	09/05/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ57	50,000,000	0.00	1.89	100.00	-	50,000,000
Maturity	09/06/2018	09/06/2018	Federal Agencies	FED HOME LN DISCOUNT NT	06371EN60	15,000,000	0.00	1.94	100.00	-	15,000,000
Maturity	09/06/2018	09/06/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	6371EN60	25,000,000	2.05	2.05	100.00	297,535	25,297,535
Maturity	09/06/2018	09/06/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ65	50,000,000	0.00	1.89	100.00	-	50,000,000
Maturity	09/06/2018	09/06/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ65	57,000,000	0.00	1.89	100.00	-	57,000,000
Maturity	09/06/2018	09/06/2018	U.S. Treasuries	TREASURY BILL	912796PY9	50,000,000	0.00	1.91	100.00	-	50,000,000
Maturity	09/06/2018	09/06/2018	U.S. Treasuries	TREASURY BILL	912796PY9	100,000,000	0.00	1.89	100.00	-	100,000,000
Maturity	09/07/2018	09/07/2018	Supranationals	IBRD DISCOUNT NOTE	459053E83	52,000,000	0.00	1.87	100.00	-	52,000,000
Maturity	09/07/2018	09/07/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E85	47,313,000	0.00	1.86	100.00	-	47,313,000
Maturity	09/07/2018	09/07/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385E85	50,000,000	0.00	1.86	100.00	-	50,000,000
Maturity	09/07/2018	09/07/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ73	50,000,000	0.00	1.89	100.00	-	50,000,000
Maturity	09/07/2018	09/07/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ73	50,000,000	0.00	1.89	100.00	-	50,000,000
Maturity	09/10/2018	09/10/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F35	27,133,000	0.00	1.86	100.00	-	27,133,000
Maturity	09/10/2018	09/10/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F35	50,000,000	0.00	1.85	100.00	-	50,000,000
Maturity	09/10/2018	09/10/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ46	55,000,000	0.00	1.89	100.00	-	55,000,000
Maturity	09/11/2018	09/11/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F43	24,000,000	0.00	1.86	100.00	-	24,000,000
Maturity	09/11/2018	09/11/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F43	50,000,000	0.00	1.86	100.00	-	50,000,000
Maturity	09/12/2018	09/12/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F50	43,000,000	0.00	1.86	100.00	-	43,000,000
Maturity	09/12/2018	09/12/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ42	40,000,000	0.00	1.89	100.00	-	40,000,000
Maturity	09/12/2018	09/12/2018	Public Time Deposits	BANK OF SAN FRANCISCO	PPF00EG70	5,000,000	0.00	1.91	100.00	19,365	5,019,365
Maturity	09/13/2018	09/13/2018	Commercial Paper	COLGATE-PALMOLIVE CO	19416FJD7	60,000,000	0.00	1.95	100.00	-	60,000,000
Maturity	09/13/2018	09/13/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F68	34,000,000	0.00	1.86	100.00	-	34,000,000
Maturity	09/13/2018	09/13/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385F68	50,000,000	0.00	1.86	100.00	-	50,000,000
Maturity	09/13/2018	09/13/2018	Commercial Paper	MUFG BANK LTD NY	62479MJD6	50,000,000	0.00	1.95	100.00	-	50,000,000
Maturity	09/13/2018	09/13/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ00	30,000,000	0.00	1.92	100.00	-	30,000,000
Maturity	09/14/2018	09/14/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFQ3	25,000,000	0.88	0.91	100.00	109,375	25,109,375
Maturity	09/14/2018	09/14/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJ68	40,000,000	0.00	1.90	100.00	-	40,000,000
Maturity	09/17/2018	09/17/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GK72	50,000,000	2.09	2.09	100.00	624,097	50,624,097
Maturity	09/17/2018	09/17/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G26	20,000,000	0.00	1.87	100.00	-	20,000,000
Maturity	09/17/2018	09/17/2018	Commercial Paper	MUFG BANK LTD NY	62479MJH7	50,000,000	0.00	1.87	100.00	-	50,000,000
Maturity	09/17/2018	09/17/2018	Commercial Paper	NORINCHUKIN BANK NY	65602U6M5	11,000,000	0.00	2.09	100.00	-	11,000,000
Maturity	09/18/2018	09/18/2018	Negotiable CDs	IBRD DISCOUNT NOTE	459053G32	50,000,000	2.04	2.04	100.00	87,833	50,087,833
Maturity	09/19/2018	09/19/2018	Supranationals	APPLE INC	03785EJK1	25,000,000	0.00	2.21	100.00	-	25,000,000
Maturity	09/19/2018	09/19/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G42	65,000,000	0.00	1.87	100.00	-	65,000,000
Maturity	09/19/2018	09/19/2018	Federal Agencies	INTL BK RECON & DEVELOP	459053G40	15,000,000	0.00	1.94	100.00	-	15,000,000
Maturity	09/20/2018	09/20/2018	Supranationals	FED HOME LN DISCOUNT NT	313385G59	44,000,000	0.00	1.89	100.00	-	44,000,000
Maturity	09/21/2018	09/21/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385G67	16,000,000	0.00	1.90	100.00	-	16,000,000

Investment Transactions Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	09/21/2018	09/21/2018	Commercial Paper	MUFG BANK LTD NY	62479MJM6	13,000,000	0.00	2.29	100.00	-	13,000,000
Maturity	09/21/2018	09/21/2018	Commercial Paper	MUFG BANK LTD NY	62479MJM6	50,000,000	0.00	2.43	100.00	-	50,000,000
Maturity	09/21/2018	09/21/2018	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89253HJM7	25,000,000	0.00	2.29	100.00	-	25,000,000
Maturity	09/28/2018	09/28/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A9C90	25,000,000	1.05	1.05	100.00	131,250	25,131,250
Maturity	09/28/2018	09/28/2018	Commercial Paper	NATIXIS NY BRANCH	63873KJU2	70,000,000	0.00	2.15	100.00	-	70,000,000
Maturity	09/28/2018	09/28/2018	Negotiable CDs	NORINCHUKIN BANK (NY)	65602UP85	50,000,000	2.47	2.46	100.00	106,121	50,106,121
Subtotals						\$2,233,446,000	0.20	1.93	\$	\$	\$2,234,821,577
Interest	09/01/2018	09/01/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AC7E8	\$ 50,000,000	2.17	2.17	0.00	0.00	\$ 542,500
Interest	09/02/2018	01/02/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGDM4	25,000,000	2.24	2.24	0.00	0.00	48,252
Interest	09/02/2018	12/02/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	2.24	2.24	0.00	0.00	96,504
Interest	09/02/2018	11/02/2020	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	2.28	2.28	0.00	0.00	49,113
Interest	09/03/2018	01/03/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG2V6	25,000,000	2.13	2.13	0.00	0.00	45,900
Interest	09/03/2018	01/03/2020	Federal Agencies	FARMER MAC	3132X0PG0	50,000,000	2.15	2.15	0.00	0.00	92,661
Interest	09/04/2018	10/01/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371EQJ9	50,000,000	2.30	2.30	0.00	0.00	108,682
Interest	09/04/2018	03/01/2019	Supranationals	INTERNATIONAL FINANCE CO	45950VLM6	50,000,000	2.09	2.09	0.00	0.00	98,500
Interest	09/04/2018	04/01/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UCE3	50,000,000	2.56	2.56	0.00	0.00	120,960
Interest	09/04/2018	04/03/2019	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GR42	50,000,000	2.55	2.55	0.00	0.00	113,428
Interest	09/04/2018	05/01/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UDL6	35,000,000	2.45	2.45	0.00	0.00	81,036
Interest	09/04/2018	06/04/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UDX0	50,000,000	2.38	2.38	0.00	0.00	95,869
Interest	09/04/2018	09/04/2020	Supranationals	INTL BK RECON & DEVELOP	459058GA5	50,000,000	1.63	1.64	0.00	0.00	406,500
Interest	09/05/2018	03/05/2019	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5B0	50,000,000	2.41	2.41	0.00	0.00	100,425
Interest	09/06/2018	12/06/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XQJ6	25,000,000	2.31	2.31	0.00	0.00	49,733
Interest	09/06/2018	12/06/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XQJ6	50,000,000	2.31	2.31	0.00	0.00	99,467
Interest	09/07/2018	12/07/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GC48	50,000,000	2.31	2.31	0.00	0.00	99,429
Interest	09/07/2018	12/07/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009N5B8	50,000,000	2.31	2.31	0.00	0.00	99,429
Interest	09/07/2018	12/07/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5B0	50,000,000	2.28	2.28	0.00	0.00	98,137
Interest	09/07/2018	06/07/2019	Negotiable CDs	DEXIA CREDIT LOCAL SA NY	25215FDL5	40,000,000	2.36	2.36	0.00	0.00	81,265
Interest	09/08/2018	12/08/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	2.35	2.35	0.00	0.00	50,645
Interest	09/08/2018	12/08/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	2.35	2.35	0.00	0.00	50,645
Interest	09/09/2018	08/09/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	2.26	2.26	0.00	0.00	48,569
Interest	09/09/2018	08/09/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	2.26	2.26	0.00	0.00	48,569
Interest	09/10/2018	11/09/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GZT8	50,000,000	2.27	2.27	0.00	0.00	100,939
Interest	09/10/2018	11/09/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XLP7	50,000,000	2.26	2.26	0.00	0.00	100,495
Interest	09/10/2018	03/08/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KSW8	27,838,000	2.60	2.60	0.00	0.00	189,053
Interest	09/13/2018	03/13/2020	Federal Agencies	FEDERAL HOME LOAN BANK	313378J77	15,710,000	1.88	1.56	0.00	0.00	147,281
Interest	09/13/2018	09/13/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACF33	25,000,000	1.88	1.95	0.00	0.00	234,375
Interest	09/14/2018	09/14/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ADT93	25,000,000	2.40	2.43	0.00	0.00	300,000
Interest	09/15/2018	06/15/2022	Federal Agencies	FREDDIE MAC	3134GBF72	50,000,000	2.01	2.01	0.00	0.00	502,500
Interest	09/17/2018	10/15/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T4S4	50,000,000	2.25	2.25	0.00	0.00	103,248
Interest	09/17/2018	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	2.19	2.19	0.00	0.00	47,146
Interest	09/17/2018	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	2.19	2.19	0.00	0.00	47,146
Interest	09/18/2018	03/18/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAXX1	9,500,000	1.38	2.16	0.00	0.00	65,313
Interest	09/18/2018	03/18/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAXX1	50,000,000	1.38	2.18	0.00	0.00	343,750
Interest	09/19/2018	12/19/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009N5M4	50,000,000	2.32	2.32	0.00	0.00	96,558
Interest	09/19/2018	03/19/2019	Federal Agencies	FARMER MAC	3132X0ED9	40,000,000	2.40	2.40	0.00	0.00	244,918
Interest	09/20/2018	08/20/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX67	50,000,000	2.20	2.20	0.00	0.00	94,609
Interest	09/20/2018	03/20/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHZN6	20,000,000	1.45	1.49	0.00	0.00	145,000
Interest	09/21/2018	12/21/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5K0	50,000,000	2.30	2.30	0.00	0.00	99,001
Interest	09/21/2018	12/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	2.26	2.26	0.00	0.00	97,279
Interest	09/22/2018	03/22/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHG7	25,000,000	2.13	2.16	0.00	0.00	266,250
Interest	09/22/2018	03/22/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHG7	25,000,000	2.13	2.16	0.00	0.00	266,250
Interest	09/22/2018	03/22/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAYP7	8,585,000	2.20	2.17	0.00	0.00	94,435

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction	
Interest	09/23/2018	09/23/2019	Federal Agencies	FREDDIE MAC	3134GAHR8	25,000,000	1.63	1.63	0.00	0.00	101,563	
Interest	09/24/2018	01/23/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371EL21	25,000,000	2.32	2.32	0.00	0.00	51,464	
Interest	09/24/2018	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	2.40	2.40	0.00	0.00	206,322	
Interest	09/25/2018	10/25/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371ERP4	45,000,000	2.28	2.27	0.00	0.00	79,616	
Interest	09/25/2018	10/25/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GZR2	50,000,000	2.27	2.26	0.00	0.00	88,074	
Interest	09/25/2018	10/25/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XJ14	50,000,000	2.27	2.26	0.00	0.00	88,074	
Interest	09/25/2018	02/25/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBU8	50,000,000	2.24	2.24	0.00	0.00	96,434	
Interest	09/25/2018	01/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	2.23	2.22	0.00	0.00	38,315	
Interest	09/25/2018	01/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	2.23	2.22	0.00	0.00	38,315	
Interest	09/27/2018	11/27/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UAW5	25,000,000	2.37	2.36	0.00	0.00	49,266	
Interest	09/27/2018	09/27/2019	Federal Agencies	FANNIE MAE	3135G0Q30	50,000,000	1.18	1.18	0.00	0.00	295,000	
Interest	09/27/2018	03/27/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHL6	50,000,000	2.38	2.41	0.00	0.00	593,750	
Interest	09/28/2018	12/28/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5M6	50,000,000	2.30	2.29	0.00	0.00	98,802	
Interest	09/28/2018	09/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	18,000,000	1.38	1.48	0.00	0.00	123,750	
Interest	09/28/2018	09/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	30,000,000	1.38	1.48	0.00	0.00	206,250	
Interest	09/29/2018	03/29/2021	Federal Agencies	FARMER MAC	3132X0Q53	6,350,000	2.60	2.64	0.00	0.00	82,550	
Interest	09/30/2018	10/01/2018	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	20,450,000	1.87	1.87	0.00	0.00	265,850	
Interest	09/30/2018	10/01/2018	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	10,048,019	1.87	1.87	0.00	0.00	15,415	
Interest	09/30/2018	10/01/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	14,061,227	1.95	1.95	0.00	0.00	26,344	
Interest	09/30/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	10,082,265	2.03	2.03	0.00	0.00	6,810	
Interest	09/30/2018	10/01/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	216,936,629	1.92	1.92	0.00	0.00	331,127	
Interest	09/30/2018	12/05/2018	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PP0818WE8	10,267,405	1.93	1.93	0.00	0.00	22,578	
Interest	09/30/2018	09/30/2019	Supranationals	INTL BK RECON & DEVELOP	459058FQ1	10,000,000	2.21	2.20	0.00	0.00	68,388	
Subtotals						\$2,652,828,545	2.15	2.18	\$	-	\$	9,585,819

Grand Totals	51 Purchases	(2) Sales	(54) Maturities / Calls	(5) Change in number of positions

Sales Tax Revenue Bond

Attachment 4

Debt Expenditure Report

As of September 30, 2018

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$ 204,003,258	\$ 88,073,222	\$ 115,930,036
Revolver Refinancing	\$ 46,000,981	\$ 46,000,981	\$ -
Total	\$ 250,004,239	\$ 134,074,203	\$ 115,930,036
Interest Earned			\$ 1,653,123

Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Motor Coach Procurement*	\$ 23,697,709	\$ -	\$ 23,697,709
SFMTA	Radio Communications System & CAD Replacement*	24,466,529	-	24,466,529
SFMTA	Trolley Coach Procurement*	12,045,948	-	12,045,948
TJPA	Transbay Transit Center	6,334,563	-	6,334,563
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	3,654,122	-	3,654,122
SFMTA	Signals - New and Upgraded	3,236,363	-	3,236,363
SFMTA	Central Control and Communications (C3) Program*	2,725,415	-	2,725,415
PCJPB	Caltrain Early Investment Program - Electrification	2,513,948	-	2,513,948
PCJPB	Caltrain Early Investment Program - CBOSS	1,620,012	-	1,620,012
SFMTA	Escalators	1,616,213	-	1,616,213
SFMTA	1570 Burke Avenue Maintenance Facility	1,570,451	-	1,570,451
SFMTA	Light Rail Vehicle Procurement*	1,329,105	-	1,329,105
SFMTA	Geary Bus Rapid Transit	1,035,228	-	1,035,228
SFMTA	Muni Forward	917,165	-	917,165
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Balboa Park Station Area and Plaza Improvements	580,808	-	580,808
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	131,795	-	131,795
	Total	\$ 88,073,223	\$ -	\$ 88,073,223
	Percentage of Capital Project Fund paid with Bond Proceed	43.17%	0.00%	43.17%

* Major Cash Flow Drivers