



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, October 24, 2018; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: John Larson (Chair), Peter Sachs (Vice Chair), Myla Ablog, Kian Alavi, Robert Gower, Hala Hijazi, Becky Hogue, David Klein, Peter Tannen, Chris Waddling and Rachel Zack

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|-------------|-----------|--|-----------|
| 6:00 | 1. | Call to Order | |
| 6:05 | 2. | Chair’s Report – INFORMATION | |
| 6:10 | | <u>Consent Agenda</u> | |
| | 3. | Approve the Minutes of the September 26, 2018 Meeting – ACTION* | 5 |
| | 4. | State and Federal Legislation Update – INFORMATION* | 13 |
| | 5. | Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2018 – INFORMATION* | 17 |
| | 6. | Citizens Advisory Committee Appointment – INFORMATION | |
| | | The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its November 13, 2018 meeting. The vacancy is the result of the resignation of Hala Hijazi (District 2 resident). Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac . | |
| | 7. | Adopt a Motion of Support for the Approval of a 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* | 47 |
| | 8. | Adopt a Motion of Support for the Approval of 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* | 57 |

End of Consent Agenda

- 6:15** 9. Adopt a Motion of Support for the 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 – **ACTION*** **61**
- 6:25** 10. Adopt a Motion of Support for the Adoption of 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*** **71**
- 6:35** 11. Adopt a Motion of Support for the Adoption of the 2019 Prop K Strategic Plan – **ACTION*** **97**
- 6:45** 12. Update on Fissures Found on Steel Girders at the Transbay Transit Center – **INFORMATION*** **131**
- On September 25, the Transbay Joint Powers Authority discovered a fissure on a 60 foot by 8 foot steel girder that spans Fremont Street. Upon further examination, a second smaller fissure was discovered on a similar parallel girder at the Fremont Street site. Out of an abundance of caution, the Transbay Joint Powers Authority (TJPA) closed the Transit Center and Fremont Street, and proceeded to shore both girders. The shoring has since been installed at both Fremont and First Streets (the latter out of caution) and Fremont Street was re-opened for use on October 15. The Temporary Terminal is being used for bus operations during this time. At the request of Mayors Breed and Schaff, the Metropolitan Transportation Commission is leading a peer panel, composed of metallurgists, welding experts and structural engineers to advise on testing to be performed and recommend a fix. The peer panel will also review building designs and help evaluate the full building condition, once more is known about the cause of the cracked beams. At the October 23 Board meeting, TJPA staff will provide an update on these efforts and expected next steps.
- 7:00** 13. Progress Report for Van Ness Avenue Bus Rapid Transit Project **INFORMATION*** **155**
- 7:15** 14. Adopt a Motion of Support for the Adoption of 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** **159**
- 7:30** 15. Update on the Effects of Transportation Network Companies (TNCs) on Roadway Congestion and Reliability – **INFORMATION*** **187**
- Following the Transportation Authority's 2017 *TNCs Today* report, staff have been collaborating with other public agencies and researchers to analyze the relative contributions of various factors to observed changes in roadway congestion over the period 2010-2016. The factors studied include road network changes, population and job growth, and TNCs. The TNCs and Congestion report and interactive map are

CAC Meeting Agenda

available on our website at <https://www.sfcta.org/emerging-mobility/tncs-and-congestion>.

7:45 16. Update on Cordon Pricing and Incentive-Based Congestion Management Strategies – INFORMATION

Transportation Authority staff will provide information about the potential to utilize demand management strategies to reduce congestion and improve transportation options in downtown San Francisco. The presentation will recap our 2010 report on cordon pricing – the Mobility, Access, and Pricing Study (MAPS) – and describe current incentive-based activities in San Francisco and other cities. The same presentation is being given to the Board at its October 23, 2018 meeting.

Other Items

7:55 17. Introduction of New Business – INFORMATION

During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.

7:50 18. Public Comment

8:00 19. Adjournment

*Additional Materials

Next Meeting: November 28, 2018

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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.

If any materials related to an item on this agenda have been distributed to the Citizens Advisory Committee 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.

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



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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 26, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:08 p.m.

CAC members present: Myla Ablog, Kian Alavi, Robert Gower, Hala Hijazi, Becky Hogue, David Klein, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (8)

CAC Members Absent: Kian Alavi (entered during Item 2), Becky Hogue and Chris Waddling (3)

Transportation Authority staff members present were Priyoti Ahmed, Michelle Beaulieu, Anna LaForte, Maria Lombardo, Linda Meckel, Mike Pickford, Mike Tan, Alberto Quintanilla and Oscar Quintanilla

2. Chair's Report – INFORMATION

Chair Larson recognized Brian Larkin, on behalf of the CAC for his outstanding service as Chairman and member of the Citizens Advisory Committee, over the last decade plus. He reported that Brian also served as a member of the Citizens Advisory Committee on Transportation that developed and recommended the city's first half-cent transportation sales tax program, Proposition B, in 1989. Chair Larson opened the floor for Transportation Authority staff to thank Brian. Chair Larson welcomed the newest CAC members David Klein, District 1 representative and Robert Gower, District 11 representative and invited them to make introductory remarks.

Chair Larson reported that Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, would provide an update at the October 24, 2018 CAC meeting and would address questions raised by the CAC at the September 5, 2018 meeting. He said Transportation Authority staff would forward the most recent percent complete for the project to the CAC, when made available by the project team.

Chair Larson noted that District 10 community members came together this summer to develop ideas for improved transportation options like a shared community van, local carpool system, and other programs as part of the NTIP-funded District 10 Mobility Study. He said the Transportation Authority project team had turned those ideas into detailed proposals and would be hosting an interactive community event to gather feedback from residents and work together to shape these ideas as they moved toward implementation. He said the event was happening on Saturday, September 29, 2018 at the Southeast Community Facility from 12-3 p.m. and more information was available at sfcta.org/design-labs.

Chair Larson stated Transportation Authority staff would be hosting two community events to update Treasure Island residents on the Treasure Island Transportation Plan and would be gathering feedback about program features. He said the open houses were happening on September 27 and October 1 at the ShipShape Community Center on Treasure Island from 5:30-7:30 p.m. and project staff would be distributing an electronic survey for residents who would not

be able to attend the events. He directed the CAC to sfcta.org/treasure-island to learn more.

Chair Larson also reported that Supervisor Brown's hearing request for the San Francisco Municipal Transportation Agency (SFMTA) to explain operational issues was transferred to the Government Audit and Oversight Committee. He said the next Government Audit and Oversight Committee meeting was scheduled for October 3, 2018 and that Transportation Authority staff would continue to keep the CAC updated as to when the hearing gets scheduled.

Chair Larson stated that the California High-Speed Rail Authority was seeking a member of the CAC to join their San Francisco County Community Working Group (CWG) and that the elected CAC member would join the CWG as a representative of the Transportation Authority CAC. He said the San Francisco CWG met quarterly and primarily focused on the San Francisco to San Jose section of the high-speed rail project. He noted that Transportation Authority staff had provided a roles and responsibilities handout and High-Speed Rail fact sheet for their review. He directed interested CAC members to contact Alberto Quintanilla, Clerk of the Board, if they would like to be considered for the working group.

During public comment, Jackie Sachs commended Brian Larkin for his decade plus years of service on the CAC. She noted she had known Mr. Larkin since 1986 and that they both served on the committee that helped develop Proposition B, the predecessor to the Prop K sales tax program.

Consent Agenda

3. Approve the Minutes of the September 5, 2018 Meeting – ACTION

4. State and Federal Legislation Update – INFORMATION

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Peter Sachs.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen, and Zack (9)

Absent: CAC Members Hogue and Waddling (2)

End of Consent Agenda

5. Adopt a Motion of Support to Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions – ACTION

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Rachel Zack asked about the difference in cost between the DC chargers and Level 2 chargers.

Mr. Pickford said that DC fast chargers provided approximately 75 miles of range per 30 mins of charging, whereas Level 2 chargers were much cheaper, but typically required plugging in overnight to fully charge a vehicle.

Kian Alavi said he wouldn't vote against a project to help the SFSU students; however, he spoke against the non-competitive contracts awarded to Jump and Motivate and felt it was wrong that they were requesting funds that would subsidize these companies. He said it was important to eliminate no-bid contracts for the benefit of citizens.

Peter Tannen asked how Grace Tabernacle Community Church was identified for an electric charging station and what the criteria was for other faith-based organizations to get involved.

Gerald Bernstein, from California Interfaith, Power and Light, said Grace Tabernacle Community Church had installed excess photovoltaics capacity, were two miles from the nearest public charger and were part of an on-going grant with San Francisco Environment. He said California, Interfaith and Light was currently working with 9 other faith-based organizations that had expressed some interest in chargers, but was also open to working with additional interested congregations.

Peter Sachs said Ford GoBike was a program that had not cared about equity issues, in terms of where they had placed bike stations in the first phases of rollout and was a topic the CAC had previously discussed. He said offering bike share memberships to students who received financial assistance was an improvement, but not enough of an improvement.

Chair Larson asked what the process was for non-Pell grant students interested in receiving year-long passes.

Nick Kordesch, Sustainability Specialist at San Francisco State University (SFSU), said non-Pell grant students would be assisted on a first come first serve basis. Through the Chair, he asked if David Sorrel could speak as SFSU was modelling its program after the one Mr. Sorrel was managing.

David Sorrel, Transportation Demand Manager at University of California Berkeley (UC Berkeley), said SFSU's program was identical to UC Berkeley's 3-year grant project that catered to Economic Opportunity students. He listed the successes UC Berkeley had signing Pell-grant students up for the various Ford GoBike memberships and mentioned non-Pell grant students received memberships on a first come first serve basis. He said UC Berkeley had managed to create a good bond with JUMP and Motivate and stated that 90% of the students he worked with used public transportation to get to campus.

Mr. Kordesch said SFSU had a higher percentage of Pell-grant and commuter students when compared to universities who had already implemented a partnership with Ford GoBike and felt it was a good last mile option for students.

During public comment, Mike McDougal said he was interested in the commuter shuttle program and said that it was a citable offense to load a bike onto a private bus. He recommended that staff look at the disparity of bikes on buses.

Peter Sachs moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen, and Zack (9)

Absent: CAC Members Hogue and Waddling (2)

6. Adopt a Motion of Support to Permanently Honor and Recognize Michael Robert Painter's Visionary Design, Leadership Skills and Outstanding Contributions to the Presidio Parkway Design and to Urge the Transportation Authority Board to Work with Caltrans and the State Legislature to Explore Naming the Parkway After Him – ACTION

Peter Tannen, CAC Member, presented the item.

Chair Larson said it would be nice to see the Presidio Parkway named after Michael Robert, creator of the Presidio Parkway design.

Peter Tannen noted that the Transportation Authority Board had approved a resolution at the September 25, 2018 Board meeting (included in the CAC packet) and said he spoke to Senator Scott Wiener about the idea and was told an approved resolution from the state senate and

assembly were required to officially name the parkway in honor of Michael Painter and that it would be important to demonstrate local support.

Rachel Zack thanked Peter Tannen for bringing the item to her attention but said naming the parkway solely after one-person was concerning. She noted the lack of monuments and public spaces named after women and people of color.

During public comment, Jackie Sachs said she was a member of the Doyle Drive Replacement Project advisory committee and worked with Michael Painter. She asked for the meeting to be adjourned in his honor.

Peter Tannen moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Gower, Hijazi, Klein, Larson, Sachs and Tannen (7)

Nays: CAC Member Zack (1)

Abstained: CAC Member Alavi (1)

Absent: CAC Members Hogue and Waddling (2)

7. Adopt a Motion of Support for the Allocation of \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests – ACTION

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

Myla Ablog asked what a continental crosswalk was.

Mr. Quintanilla said continental crosswalks were vertically striped crosswalks that are more visible to vehicles.

Myla Ablog said she was happy to see the various bike and pedestrian improvement projects listed.

Peter Tannen asked for clarification between allocated and appropriated projects.

Mr. Quintanilla said appropriated projects were requests from the Transportation Authority and allocated projects were requests from outside agencies.

Peter Tannen said the Bay Area Rapid Transit (BART) bicycle parking was a good idea and asked if BART had any concerns being one of the first American public agencies to use the Bikeep smart rack system.

Steve Beroldo, BART Program Manager, said Bikeep racks were produced in Estonia and were installed at the 16th Street BART station as part of a pilot program. He reported zero bike thefts and said the pilot program demonstrated that Bikeep racks were durable and secure.

Peter Tannen asked if there had been any thought in separating the bike and pedestrian part of the Treasure Island bike pathway facility.

Mike Tan, Administrative Engineer with the Transportation Authority, said the Yerba Buena Island bike pathway project was in its early stages and the design of the bike and pedestrian paths were still being determined. He also noted the challenges associated with roads being on a significant slope.

Peter Tannen asked if the Bicycle Advisory Committee for the San Francisco Board of Supervisors was involved in the project.

Mr. Tan said the Bicycle Advisory Committee had not yet been involved, but would be. He said so far the San Francisco Bicycle Coalition had been involved.

Peter Tannen asked what the process was in selecting 45th Avenue and Lincoln Way as part of the Intersection Improvements project.

Jennifer Wong, SFMTA Program Manager, said the intersection of 45th Avenue and Lincoln Way was one of the primary gateways into Golden Gate Park and Supervisor Tang had requested improvements. She said on the roadway side there would be increased pedestrian visibility and slower turning from vehicles.

Robert Gower noted a discrepancy between the presentation handout and the presentation slides presented to the CAC.

Mr. Quintanilla said a typo in the presentation slides had been recently corrected.

David Klein asked if the Bicycle Safety Education and Outreach project provided bicycles.

Miriam Sorell, SFMTA Program Manager, said that the in-school education and adult learn to ride classes would provide bicycles, but that classroom classes would not provide bicycles.

David Klein asked if the adult and youth classes would receive an evaluation, similar to the school focused classes.

Ms. Sorell said all classes would be evaluated and that it would be reflected in the request for proposal.

David Klein asked if the Phase 2 of the ConnectSF program considered impacts on low-income housing and affordability, as a result of projects that might be recommended in the San Francisco Transit Corridor Study.

Ms. Meckel said the 50-year vision of ConnectSF was based on equity and tasked with building a more equitable city. She said all involved agencies met weekly to address equity issues and were currently in the needs assessment phase. She said the housing questions would not be answered during the Phase 2 modal study but noted that the metrics used to study the transportation networks included a housing needs question. Ms. Meckel added that ConnectSF had taken into consideration existing policies and would be recommending policies as part of the report.

Kian Alavi noted that increased transit leads to a higher demand to live in an area. He said he looked forward to seeing the results produced by the metrics in order to allow the CAC to track the potential increase in gentrification due to transportation projects. He urged staff to consider correlative pieces that support housing.

Rachel Zack asked if a displacement metric could be implemented.

Ms. Meckel said there were 55 metrics and would check to see what was being tracked for displacement and gentrification.

Kian Alavi mentioned that SFMTA released an article stating that more than half of JUMP bike trips began or ended in communities of concern. He said it was important to be aware of the needs of communities of concerns and ensure that those needs were implemented into the ConnectSF vision.

David Klein said forecasting impacts on affordable housing, etc. was not the only option and suggested studying past projects around the Bay Area that made an impact on the makeup of neighborhoods.

During public comment Mike McDougal supported the ConnectSF vision and encouraged that a

focus be placed on the privatization of public transportation.

After public comment Anna LaForte noted that the 2017 Adult Bicycle Safety Education and Outreach evaluation could be found in the enclosure.

Peter Sachs moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen and Zack (8)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue and Waddling (2)

8. **Adopt a Motion of Support for the Adoption of 13 2019 Prop K 5-Year Prioritization Programs – ACTION**

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

Rachel Zack asked how projects with low prioritization scores nevertheless moved forward in the selection process.

Ms. LaForte said Prop K was one of many different funding sources used by agencies to fund their capital improvement projects. She said by the time projects requested Prop K funding they typically had already been part of an agency's capital improvement program or recommended in a transportation plan.

Kian Alavi asked why street trees qualified for Prop K transportation funding, and said he was concerned that the \$7 million cost was higher than some projects that were more obviously transportation-related.

Ms. LaForte said the \$7 million cost was the total for the full 5-year programming period and said the Prop K Expenditure Plan as approved by the voters included a funding category exclusively for tree planting and maintenance.

Maria Lombardo, Chief Deputy Director added that the Proposition K ordinance specified that Expenditure Plan categories would first be eligible for update in the year 2023.

Chair Larson said the tree planting issue come up at past meetings and speculated that the category was included in the Expenditure Plan because the ability of trees to capture carbon offered some mitigation of transportation impacts. He asked what the overall goal of tree planting was.

Chris Buck, Urban Forester at San Francisco Public Works, said the Urban Forest plan called for a 150% increase in tree canopy throughout the City, and said Proposition E prioritized areas that were in the greatest need of increased tree canopy. He said the big picture vision was to have all city streets lined with trees.

Peter Sachs said an increase in tree canopy coverage was overdue and that the need was evident when flying over San Francisco.

Mr. Buck said that Proposition E funds could only be used for maintenance and not for additional tree planting. He said Public Works was looking for private funds to jumpstart tree planting efforts.

Robert Gower asked what the current funding source was and Mr. Buck replied that Prop K was the only significant source of public funding for tree planting and stressed its importance.

During public comment Ed Mason opposed the use capital funding to support tree planting and said Public Works needed to take control of the trees.

Jackie Sachs said she worked on previous 5YPP updates when she was a member of the CAC and requested that funding be provided for light rail on Geary Boulevard.

Mike McDougal supported the BART guideways projects and urged the CAC to adopt a motion of support.

Kian Alavi moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Sachs, Tannen and Zack (8)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue and Waddling (2)

9. Major Capital Project Update - Better Market Street – INFORMATION

Cristina Calderón Olea, Better Market Street Program Manager at San Francisco Public Works (SFPW), presented the item.

David Klein asked for percentages that demonstrated the anticipated Muni improvements around capacity and efficiency.

Amy Tran, SFMTA Project Manager, said as an example, the Muni F loop would be able to double its efficiency and slash wait times from 8-9 minutes to 4-5 minutes.

Ms. Olea said that she would send a one-page fact sheet to Transportation Authority staff to share with the CAC.

David Klein commented that the project rendering of the Warfield did not depict the current demographics and asked how the project would benefit current residents. He said private businesses seemed to be the only group benefitting from the project.

Ms. Olea said the rendering was based on a new residential and hotel building that was on the same block as the Warfield. She said the renderings were a new vision of Market Street and meant to help the people that lived and worked along Market Street. Ms. Olea said mid-market would not improve without improving the conditions and activities.

Ms. Zack shared similar concerns regarding the possible displacement of existing residents along Market Street. She said she was looking forward to seeing transportation improvements for bicyclists and asked how fast improvements could be implemented.

Ms. Olea said construction would start in 2020 and said there would not be any transformative changes until environmental clearance was obtained. She said the goal was to ensure Phase 1 was as complete and transformative as possible.

Myla Ablog strongly suggested that SFPW be careful when marketing the project and should avoid language like attracting “desirable people.”

During public comment Ed Mason felt transportation sustainability fees did not cover enough of the costs for new projects urged SFPW to inform the public of any street closures in advance.

Chair Larson moved to continue Items 10 and 11 due to time constraints, without objection.

10. SoMa Ramp Intersection Safety Study Phase 2 Update – INFORMATION

11. Update on the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments’ (ABAG) Horizon Planning Initiative – INFORMATION

12. Introduction of New Business – INFORMATION

Myla Ablog requested a presentation from the SFMTA regarding private vehicle use of the red-transit only lanes along Geary Street and its impact on public transit service in San Francisco.

Myla Ablog suggested that staff look at using California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and how they are used for environmental justice and displacement. She said even though they were imperfect tools, they could help during the planning process of the Transit Corridor Study.

13. Public Comment

During general public comment Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Jackie Sachs requested that new Transportation Authority Board and CAC members be provided copies of the 2002 Muni booklet that was discontinued in 2009. She asked for an update on the other 9 to 5 Study.

14. Adjournment

Meeting was adjourned in memorial of Michael Painter and Jerry Robbins.

The meeting was adjourned at 8:27 p.m.

State Legislation – October 2018

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

The state legislative session ended on August 31, with the last day for the Governor to sign or veto bills on September 30. To summarize the legislative actions taken this year, **Table 1** provides a status update for all the bills on which the Board took a position. **Table 2** provides a status update on bills that we were watching, but did not take a position on.

Table 1. Final Proposition or Bill Status for Positions Taken in the 2017-2018 Session¹

Greyed out rows indicate that the bills died or were vetoed.

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Final Bill Status ¹
	AB 1 Frazier D	Transportation funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Chaptered 9/22/18
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	AB 1184 Ting D	City and County of San Francisco: local tax: transportation network companies: autonomous vehicles	Chaptered 9/21/18
	AB 2304 Holden D	Reduced fare transit pass programs: report.	Senate Dead
	AB 2363 Friedman D	Vision Zero Task Force.	Chaptered 9/21/18
Support	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Chaptered 9/18/18
	AB 3059 Bloom D	Go Zone demonstration projects.	Assembly Dead
	AB 3124 Bloom D	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered 6/1/18
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Assembly Dead
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1119 Beall D	Low Carbon Transit Operations Program.	Chaptered 9/20/18
	SB 1328 Beall D	Mileage-based road usage fee.	Chaptered 9/22/18

	SB 1376 Hill D	Transportation network companies: accessibility plans	Chaptered 9/22/18
	Prop 69	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	Passed by California voters on June 5, 2018
Support if Amended	SB 936 Allen, Ben D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead
	SB 1014 Skinner D	Zero-emission vehicles.	Chaptered 9/13/18
Oppose	SB 1014 Skinner D	Zero-emission vehicles.	Chaptered 9/13/18
	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Dead
	AB 2530 Melendez R	Bonds: Transportation	Assembly Dead
	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead
	AB 2989 Flora R	Standup electric scooters.	Chaptered 9/19/18
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered 10/13/17
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Dead
	SB 1132 Hill D	Vehicles: right turn violations.	Assembly Dead

¹Under this column, "Chaptered" means the bill is now law, and "Dead" means the bill is no longer viable this session.

Table 2. Final Status for Bills Being Watched (No Position) in the 2017-2018 Session

Bills Being Watched	Proposition or Bill # Author	Proposition or Bill Title	Final Bill Status
Watch	AB 344 Melendez R	Toll evasion violations	Dead
	AB 1121 Chiu D	San Francisco Bay Area Water Emergency Transportation Authority	Dead
	AB 1905 Grayson D	Environmental quality: judicial review: transportation projects	Dead
	AB 2418 Mullin D	Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program	Dead
	AB 2578 Chiu D	Infrastructure financing districts: City and County of San Francisco	Dead
	AB 2923 Chiu D	San Francisco Bay Area Rapid Transit District: transit-oriented development	Chaptered 9/30/18
	ACA 19 Mayes R	Local government taxation: voter approval	Dead
	ACA 21 Mayes R	State infrastructure funding: funding: California Infrastructure Investment Fund	Dead
	SCA 6 Wiener D	Local transportation measures: special taxes: voter approval	Dead



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Memorandum

Date: October 17, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 11/13/2018 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 5

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.

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	-	-	-	-	-	-	6,000,000	6,000,000
Principal	922,426	-	-	-	-	922,426	2,353,063	1,430,637
Interest and fiscal charges	-	-	-	-	-	-	-	-
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.

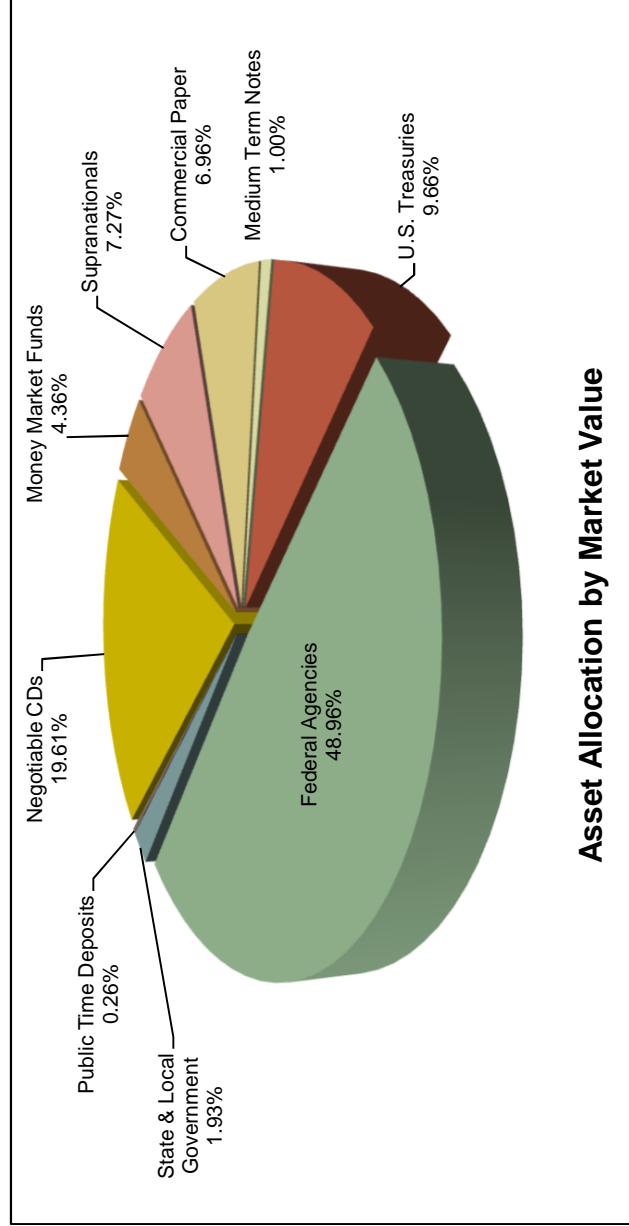
City and County of San Francisco

Pooled Fund Portfolio Statistics

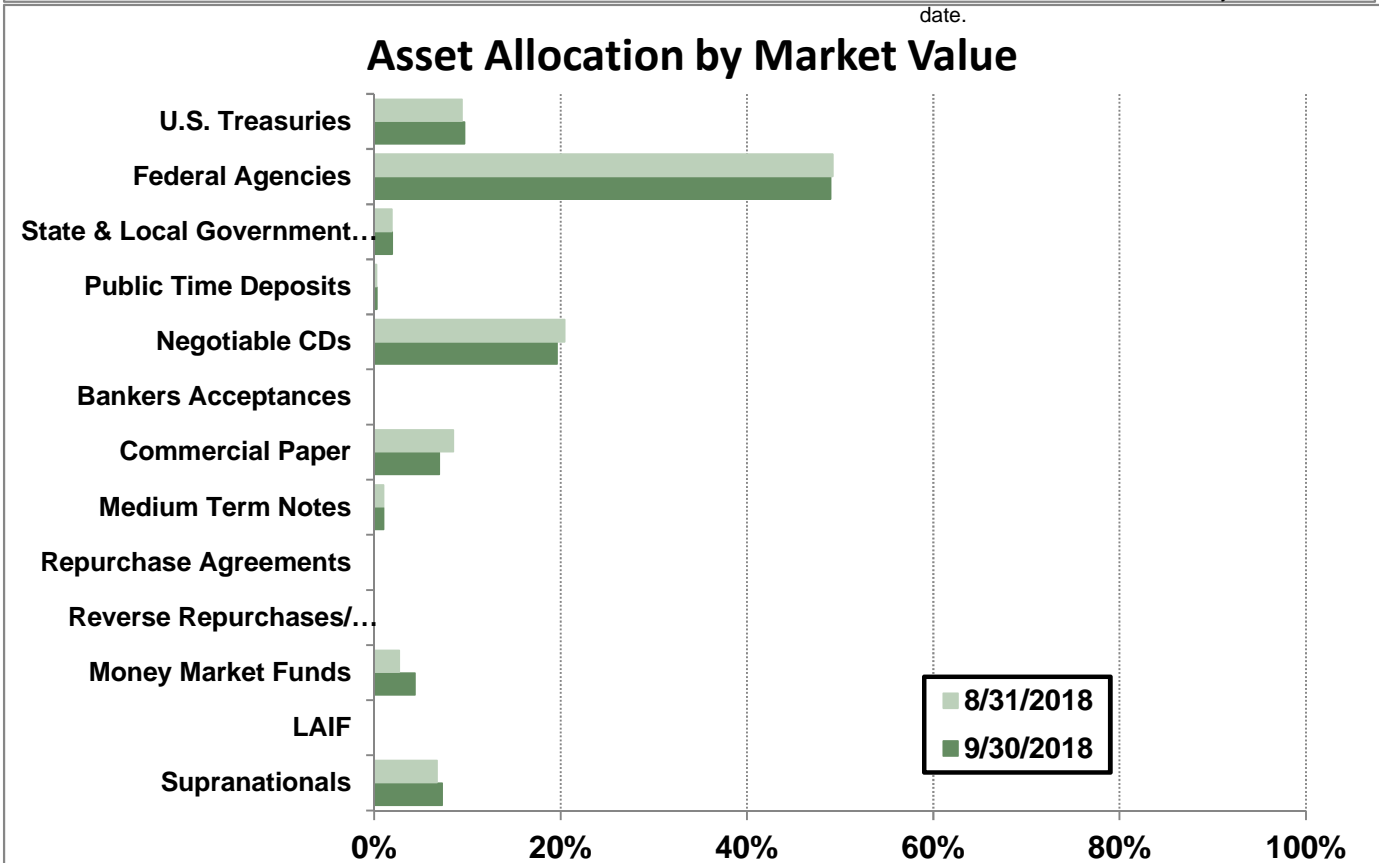
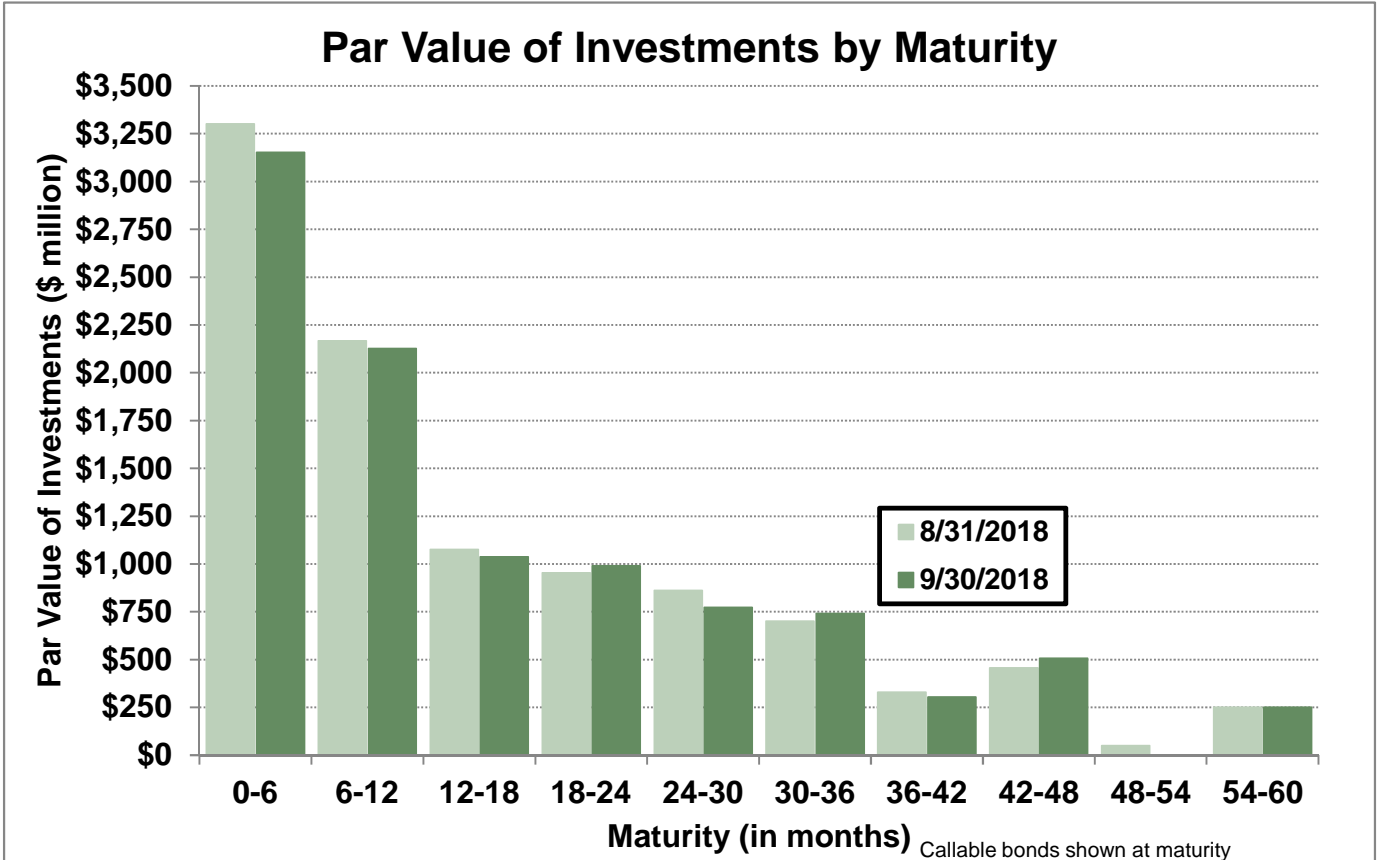
For the month ended September 30, 2018

Average Daily Balance	\$9,910,609,624
Net Earnings	\$17,573,724
Earned Income Yield	2.16%
Weighted Average Maturity	468 days

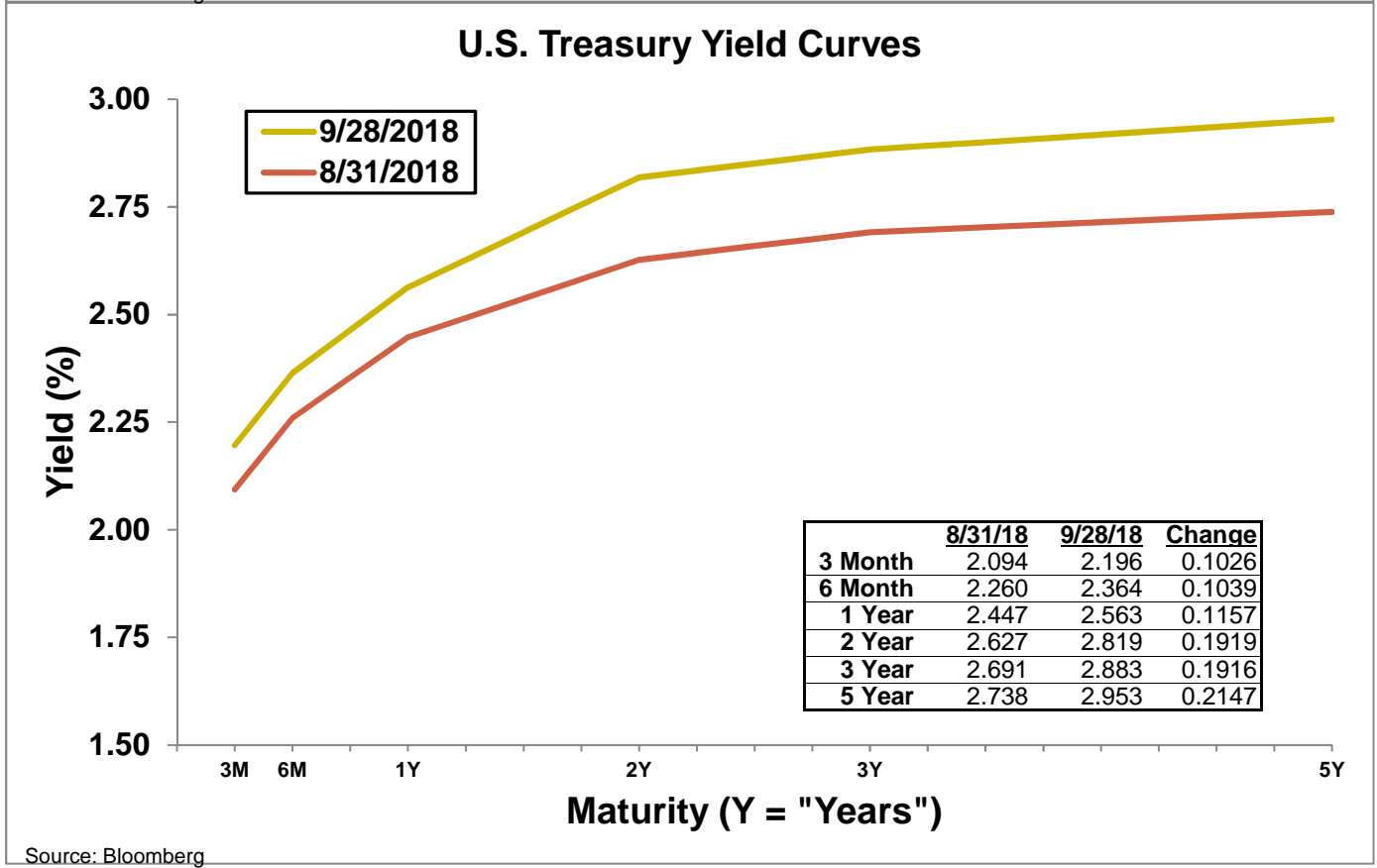
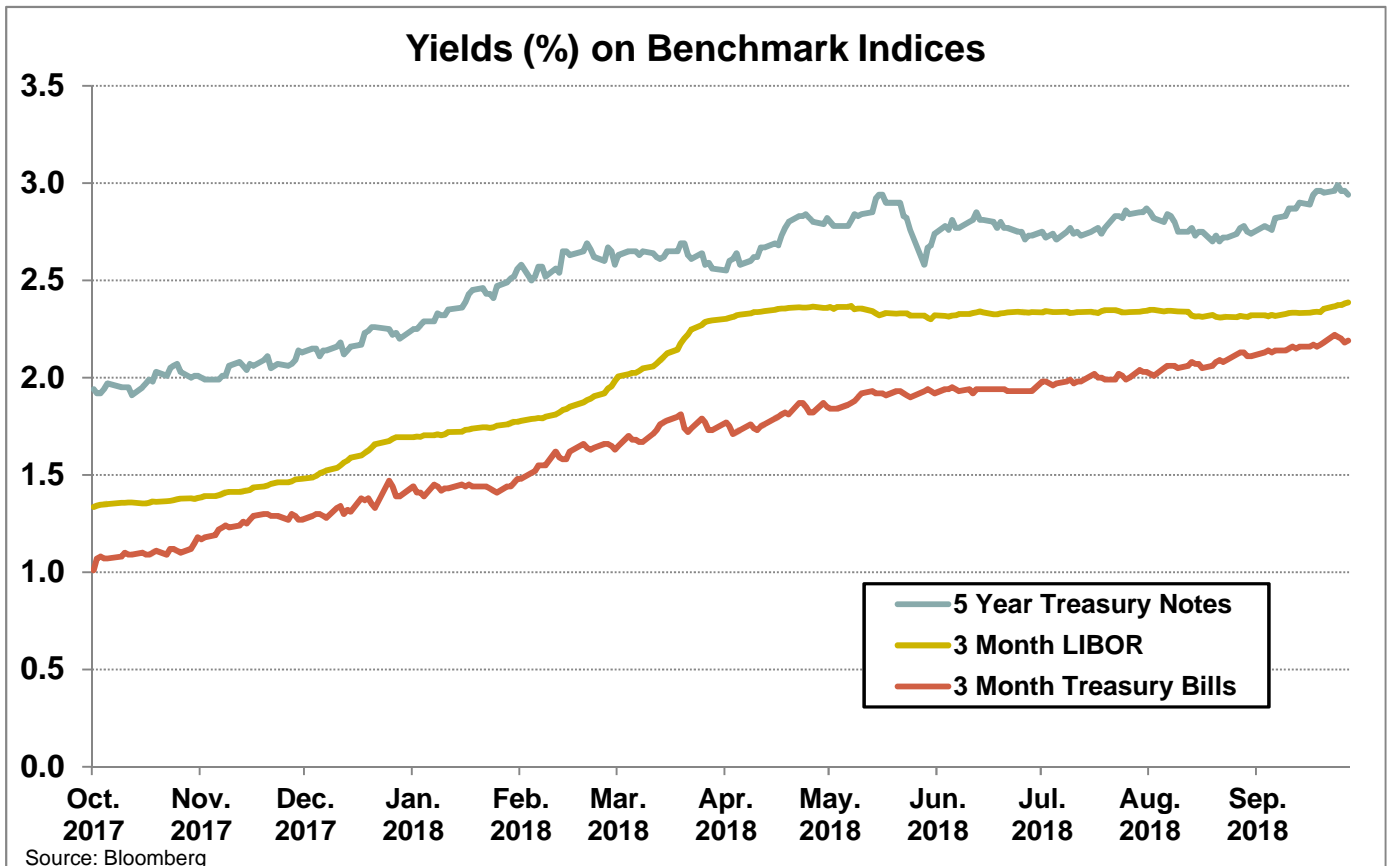
Investment Type	Par Value (\$ million)	Book Value	Market Value
U.S. Treasuries	\$ 960.0	\$ 950.8	\$ 945.5
Federal Agencies	4,855.5	4,851.6	4,792.2
State & Local Government			
Agency Obligations	190.1	191.8	188.5
Public Time Deposits	25.2	25.2	25.2
Negotiable CDs	1,917.8	1,917.8	1,919.1
Commercial Paper	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



Yield Curves



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	23,989,750
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	3134GAH23	FREDDIE MAC	01/17/2017	01/17/2019	2.00	25,000,000	25,000,000	25,000,000	24,986,250
Federal Agencies	3130A8VZ3	FEDERAL HOME LOAN BANK	07/28/2016	01/25/2019	1.05	25,000,000	25,000,000	25,000,000	24,903,000
Federal Agencies	3132X0EK3	FARMER MAC	01/25/2016	01/25/2019	2.44	25,000,000	25,000,000	25,000,000	25,022,000
Federal Agencies	3134GAS39	FREDDIE MAC	02/01/2017	02/01/2019	2.00	25,000,000	25,000,000	25,000,000	24,983,000
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	3130AAXX1	FEDERAL HOME LOAN BANK	04/06/2018	03/18/2019	1.38	50,000,000	49,621,252	49,816,099	49,772,000
Federal Agencies	3132X0ED9	FARMER MAC	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	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	3137EAD29	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	3133EFGAV7	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

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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	05/23/2018	07/05/2019	1.08	35,370,000	34,836,267	35,007,637	34,975,978
Federal Agencies	3134G9YR2	FREDDIE MAC	07/12/2016	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	11/28/2016	08/28/2019	1.30	8,450,000	8,374,795	8,410,983	8,349,614
Federal Agencies	3134G4HR8	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

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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	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	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

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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	3133EGS97	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	3133EGS97	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	63873NNTL5	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	06417GJC48	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	ROYAL BANK OF CANADA NY	03/09/2017	03/08/2019	2.61	27,838,000	27,838,000	27,838,000	27,885,065
Negotiable CDs	78012JUCE3	BANK OF MONTREAL CHICAGO	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	78012JGB5	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	78012JGF6	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	78012JGS8	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	\$	\$	\$	\$
Commercial Paper	25214PFC2	DEXIA CREDIT LOCAL SA NY	04/03/2018	10/03/2018	0.00	11,000,000	10,965,515	11,000,000	11,000,000
Commercial Paper	62479MK51	MUFG BANK LTD NY	06/19/2018	10/05/2018	0.00	40,000,000	39,530,300	39,994,867	39,995,111
Commercial Paper	62479MK51	MUFG BANK LTD NY	09/28/2018	10/05/2018	0.00	19,000,000	18,868,900	18,995,144	18,995,356
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	01/22/2018	10/19/2018	0.00	75,000,000	74,981,917	74,981,667	74,981,667
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	01/24/2018	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	18,793,215	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	49,975,411	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	45905UQ80	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	45950KCJ7	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	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	1.86	09/07/2018	09/10/2018	-	4,206	-	4,206
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	313385F50	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	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	313385G42	FED HOME LN DISCOUNT NT	-	0.00	1.87	09/18/2018	09/19/2018	-	3,376	-	3,376
Federal Agencies	313385G59	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	3133EHRM1	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	3137EAEM7	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	-	22,313
Federal Agencies	3133EHK55	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	06/15/2017	06/15/2020	32,083	68	-	32,152
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	3135EGX75	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	3137EAEL9	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	3130ACQ98	FEDERAL HOME LOAN BANK	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	1.88	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	91412GLB0	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	96121T454	WESTPAC BANKING CORP NY	50,000,000	2.35	2.35	10/11/2017	10/15/2018	95,724	-	-	95,724
Negotiable CDs	06371ERP4	BANK OF MONTREAL CHICAGO	45,000,000	2.43	2.43	10/16/2017	10/25/2018	86,436	-	-	86,436
Negotiable CDs	06417GZR2	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.42	2.42	10/25/2017	10/25/2018	95,623	-	-	95,623
Negotiable CDs	89113XJJ4	TORONTO DOMINION BANK NY	50,000,000	2.42	2.42	10/18/2017	10/25/2018	95,623	-	-	95,623
Negotiable CDs	06417GZT8	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	04/24/2019	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	Amort. Expense	Realized Gain/(Loss)	Earned Interest	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	2,625	-	-	2,625
Commercial Paper	63873KJ65	NATIXIS NY BRANCH	-	0.00	1.89	09/05/2018	09/06/2018	2,993	-	-	2,993
Commercial Paper	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	09/11/2018	09/11/2018	2,625	-	-	2,625
Commercial Paper	63873KJ6A	NATIXIS NY BRANCH	-	0.00	1.89	09/11/2018	09/12/2018	2,100	-	-	2,100
Commercial Paper	19416FJD7	COLGATE-PALMOLIVE CO	-	0.00	1.95	09/05/2018	09/13/2018	26,000	-	-	26,000
Commercial Paper	62479MJ6	MUFG BANK LTD NY	-	0.00	1.95	09/06/2018	09/13/2018	18,958	-	-	18,958
Commercial Paper	63873KJ6	NATIXIS NY BRANCH	-	0.00	1.92	09/12/2018	09/13/2018	1,600	-	-	1,600
Commercial Paper	63873KJ6	NATIXIS NY BRANCH	-	0.00	1.90	09/13/2018	09/14/2018	2,111	-	-	2,111
Commercial Paper	62479MJ7	MUFG BANK LTD NY	-	0.00	2.09	07/27/2018	09/17/2018	10,169	-	-	10,169
Commercial Paper	03785EJK1	APPLE INC	-	0.00	2.21	04/25/2018	09/19/2018	27,375	-	-	27,375
Commercial Paper	62479MJ6	MUFG BANK LTD NY	-	0.00	2.43	04/03/2018	09/21/2018	66,667	-	-	66,667
Commercial Paper	89233HJ7	TOYOTA MOTOR CREDIT CORP	-	0.00	2.29	06/19/2018	09/21/2018	16,467	-	-	16,467
Commercial Paper	63873KJ2	NATIXIS NY BRANCH	-	0.00	2.29	05/29/2018	09/21/2018	31,528	-	-	31,528
Commercial Paper	62479MK10	MUFG BANK LTD NY	11,000,000	0.00	2.15	09/27/2018	09/28/2018	4,181	-	-	4,181
Commercial Paper	25214PFC2	DEXIA CREDIT LOCAL SA NY	40,000,000	0.00	2.10	08/08/2018	10/01/2018	19,158	-	-	19,158
Commercial Paper	62479MK51	MUFG BANK LTD NY	19,000,000	0.00	2.34	04/03/2018	10/03/2018	77,000	-	-	77,000
Commercial Paper	62479MK51	MUFG BANK LTD NY	19,000,000	0.00	2.32	06/19/2018	10/05/2018	36,417	-	-	36,417
Commercial Paper	62479MK51	MUFG BANK LTD NY	75,000,000	0.00	2.20	09/28/2018	10/05/2018	13,750	-	-	13,750
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	25,000,000	0.00	2.08	01/22/2018	10/19/2018	42,708	-	-	42,708
Commercial Paper	06538CKK6	BANK OF TOKYO-MIT UFJ NY	45,000,000	0.00	2.08	01/24/2018	10/19/2018	76,875	-	-	76,875
Commercial Paper	06538CKN0	BANK OF TOKYO-MIT UFJ NY	25,000,000	0.00	2.09	01/25/2018	10/22/2018	42,917	-	-	42,917
Commercial Paper	62479MKV4	MUFG BANK LTD NY	11,000,000	0.00	2.21	08/08/2018	10/29/2018	20,167	-	-	20,167
Commercial Paper	89233HL93	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.24	02/15/2018	11/09/2018	91,667	-	-	91,667
Commercial Paper	89233HLS1	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.37	05/31/2018	11/26/2018	97,500	-	-	97,500
Commercial Paper	25214PHL0	DEXIA CREDIT LOCAL SA NY	25,000,000	0.00	2.39	06/04/2018	12/10/2018	49,167	-	-	49,167
Commercial Paper	62479MMA8	MUFG BANK LTD NY	15,000,000	0.00	2.34	08/10/2018	12/10/2018	29,000	-	-	29,000
Commercial Paper	89233HN75	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	2.46	06/21/2018	01/07/2019	50,625	-	-	50,625
Commercial Paper	62479MNN9	MUFG BANK LTD NY	21,000,000	0.00	2.42	08/10/2018	01/22/2019	41,825	-	-	41,825
Commercial Paper	89116FP46	TORONTO DOMINION HDG USA	15,000,000	0.00	2.45	08/08/2018	02/04/2019	30,250	-	-	30,250
Commercial Paper	25214PH22	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.51	05/15/2018	02/05/2019	102,500	-	-	102,500
Commercial Paper	89233HP65	TOYOTA MOTOR CREDIT CORP	30,000,000	0.00	2.51	07/03/2018	02/06/2019	61,750	-	-	61,750
Commercial Paper	03785EPF5	APPLE INC	45,000,000	0.00	2.37	08/17/2018	02/15/2019	87,750	-	-	87,750
Commercial Paper	62479MPL1	MUFG BANK LTD NY	30,000,000	0.00	2.59	06/08/2018	02/20/2019	63,500	-	-	63,500
Commercial Paper	25214PJV6	DEXIA CREDIT LOCAL SA NY	32,000,000	0.00	2.52	07/18/2018	02/22/2019	66,133	-	-	66,133
Commercial Paper	62479MPN7	MUFG BANK LTD NY	15,000,000	0.00	2.46	08/14/2018	02/22/2019	30,375	-	-	30,375
Commercial Paper	62479MQR7	MUFG BANK LTD NY	15,000,000	0.00	2.51	08/14/2018	03/25/2019	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	\$	\$ 108,276	\$ 1,451,397
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	50,000,000	2.60	2.60	01/09/2017	01/09/2019	-	-	108,276	108,276
Medium Term Notes	03783AQ3	APPLE INC	18,813,000	2.10	2.37	05/31/2018	05/06/2019	4,167	-	32,923	37,089
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	9,650,000	1.90	2.62	06/20/2018	11/01/2019	5,587	-	15,279	20,866
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	20,000,000	2.20	2.25	01/11/2018	01/10/2020	733	-	36,667	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	62479MJK51	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	63873KJD0	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	63873KJE8	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	FED HOME LN DISCOUNT NT	313385G26	50,000,000	0.00	1.87	100.00	-	50,000,000
Maturity	09/17/2018	09/17/2018	Commercial Paper	MUFG BANK LTD NY	62479MJH7	11,000,000	0.00	2.09	100.00	-	11,000,000
Maturity	09/17/2018	09/17/2018	Negotiable CDs	NORINCHUKIN BANK NY	65602U6M5	50,000,000	2.04	2.04	100.00	87,833	50,087,833
Maturity	09/18/2018	09/18/2018	Supranationals	IBRD DISCOUNT NOTE	459053G32	64,000,000	0.00	1.88	100.00	-	64,000,000
Maturity	09/19/2018	09/19/2018	Commercial Paper	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	Supranationals	INTL BK RECON & DEVELOP	459053G40	15,000,000	0.00	1.94	100.00	-	15,000,000
Maturity	09/20/2018	09/20/2018	Federal Agencies	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	89233HJM7	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	09/29/2018	03/29/2021	Federal Agencies	FARMER MAC	3132X0Q53	20,450,000	2.60	2.64	0.00	0.00	265,850
Interest	09/30/2018	10/01/2018	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	10,048,019	1.87	1.87	0.00	0.00	15,415
Interest	09/30/2018	10/01/2018	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	14,061,227	1.95	1.95	0.00	0.00	26,344
Interest	09/30/2018	10/01/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,082,265	2.03	2.03	0.00	0.00	6,810
Interest	09/30/2018	10/01/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	216,936,629	1.92	1.92	0.00	0.00	331,127
Interest	09/30/2018	10/01/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	10,267,405	1.93	1.93	0.00	0.00	22,578
Interest	09/30/2018	12/05/2018	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PP0818WE8	10,000,000	2.21	2.20	0.00	0.00	68,388
Interest	09/30/2018	09/30/2019	Supranationals	INTL BK RECON & DEVELOP	459058FQ1	50,000,000	1.20	1.75	0.00	0.00	300,000
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



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

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 5. 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.

Agenda Item 7

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 will consider this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

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*



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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: <hr/>
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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 will consider this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

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 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) 	<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:
<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>	

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

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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 will be briefed on this item 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)

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 component parts 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 Descriptions ¹

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 Descriptions ¹

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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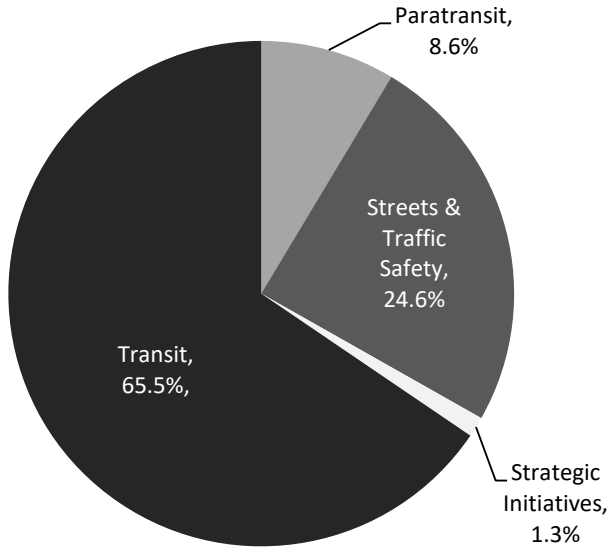
¹ See Attachment 1 for footnotes.

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

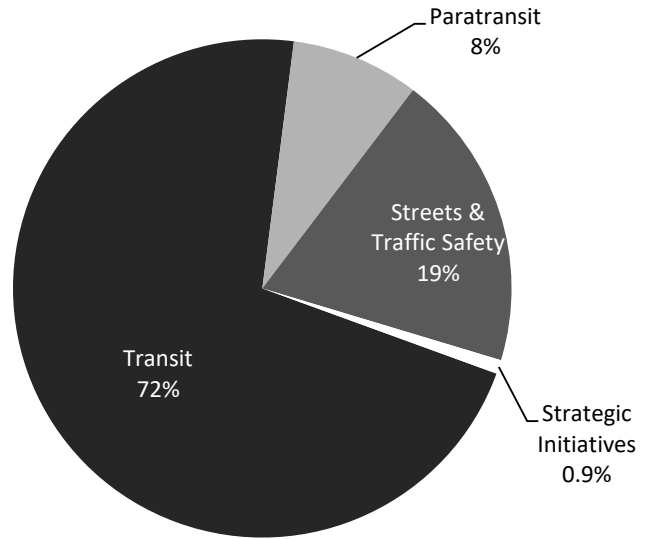
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 43,619,692	\$ 35,662,589	\$ 6,709,344	\$ 1,072,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 8,931,019	\$ 3,953,382	\$ 4,868,395	\$ 109,243	\$ -	\$ -	\$ -
New Total Allocations	\$ 52,550,711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





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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

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 (LVRs) 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

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 will be briefed on 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 1.
2019 Prop K Strategic Plan/5YPP Update
List of 5YPPs Recommended for Adoption and Lead Agency



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 5YPPs Recommended for Adoption and Lead Agency



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
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	SEMTA	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	SEMTA	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	SEMTA	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	SEMTA	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	SEMTA	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	SEMTA	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	SEMTA	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	SEMTA	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	SEMTA	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 Supervisorial 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 Supervisorial 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 Supervisorial 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

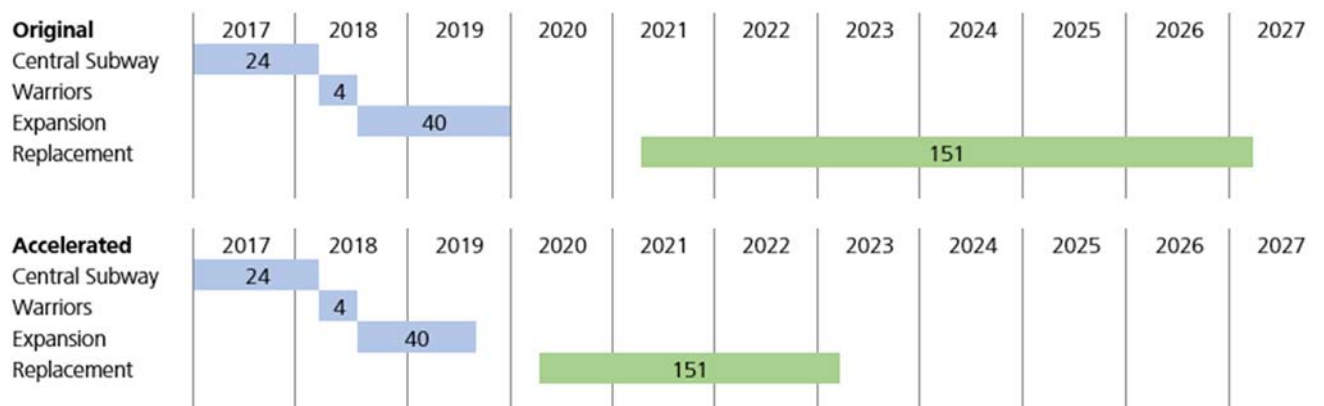
Attachment 4. SFMTA LRV Procurement

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 5. Central Subway RTIP Backfill Funding Plan

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

RTIP Shortfall²	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
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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 6. 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.



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Memorandum

Date: October 18, 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

Agenda Item 11

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 the result of advancing funds from the outyears 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.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2019 Strategic Plan Presentation

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

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

Adopt the 2019 Prop K Strategic Plan

Presentation to the
Citizens Advisory Committee



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

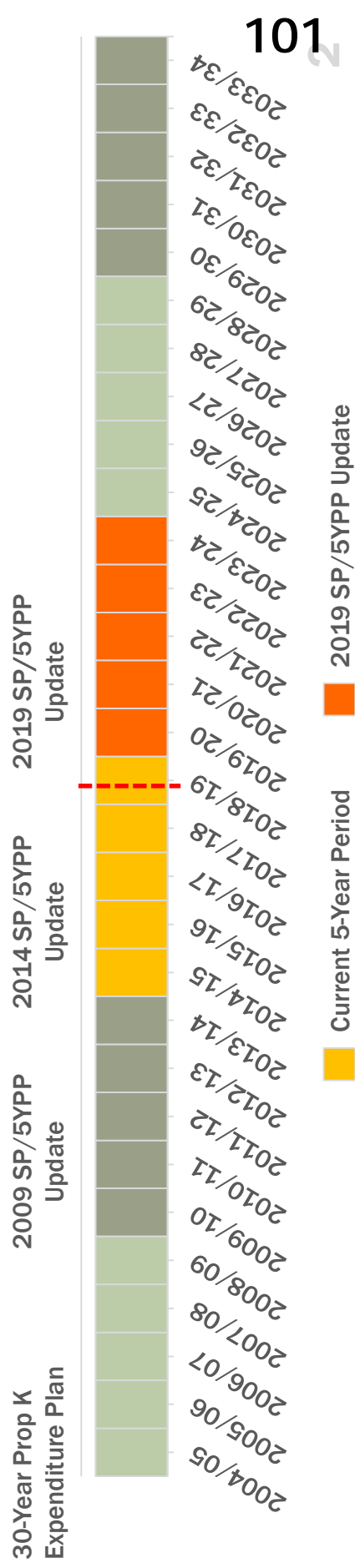
October 24, 2018

2019 Strategic Plan/5YPP Update

Why is it important? Why now?



- ▶ **Determines which projects will receive funding over next five years**
- ▶ **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**
- ▶ **Needed now to program funds for 5-year period starting July 1, 2019**

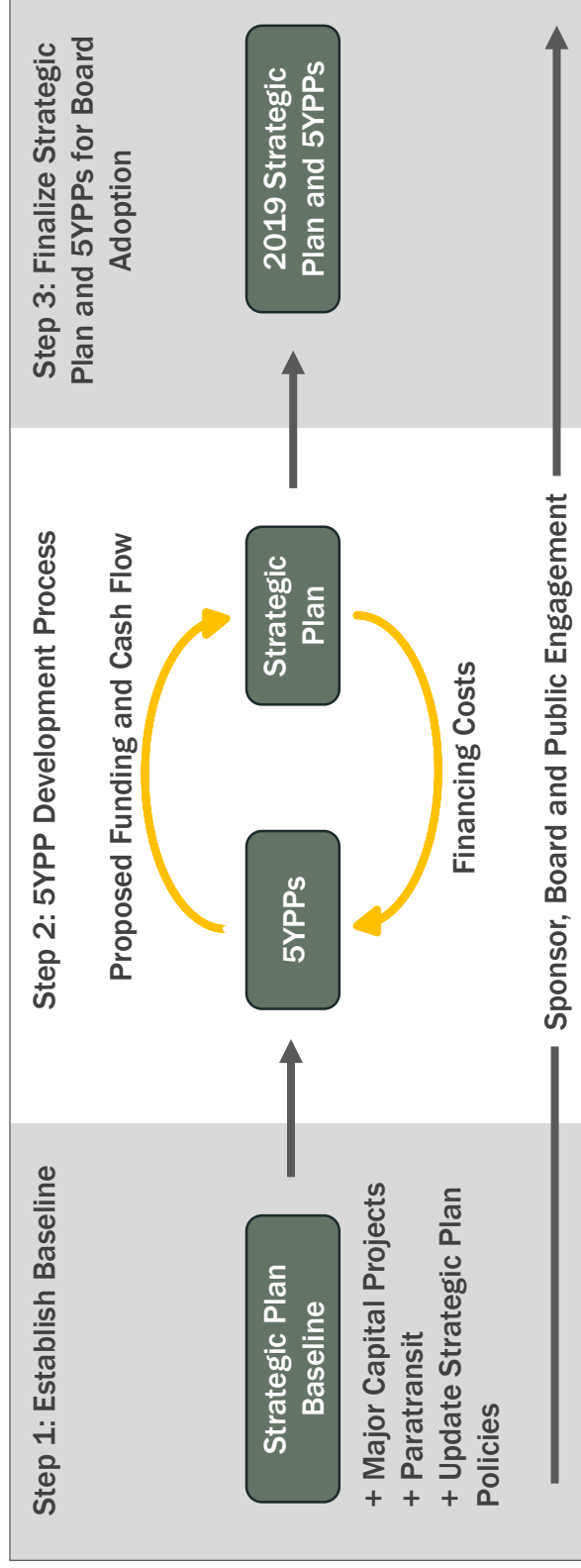


2019 Strategic Plan/5YPP Update

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

Sales Tax

Investment Income

EXPENDITURES

Operating Expenditures

Capital Reserve

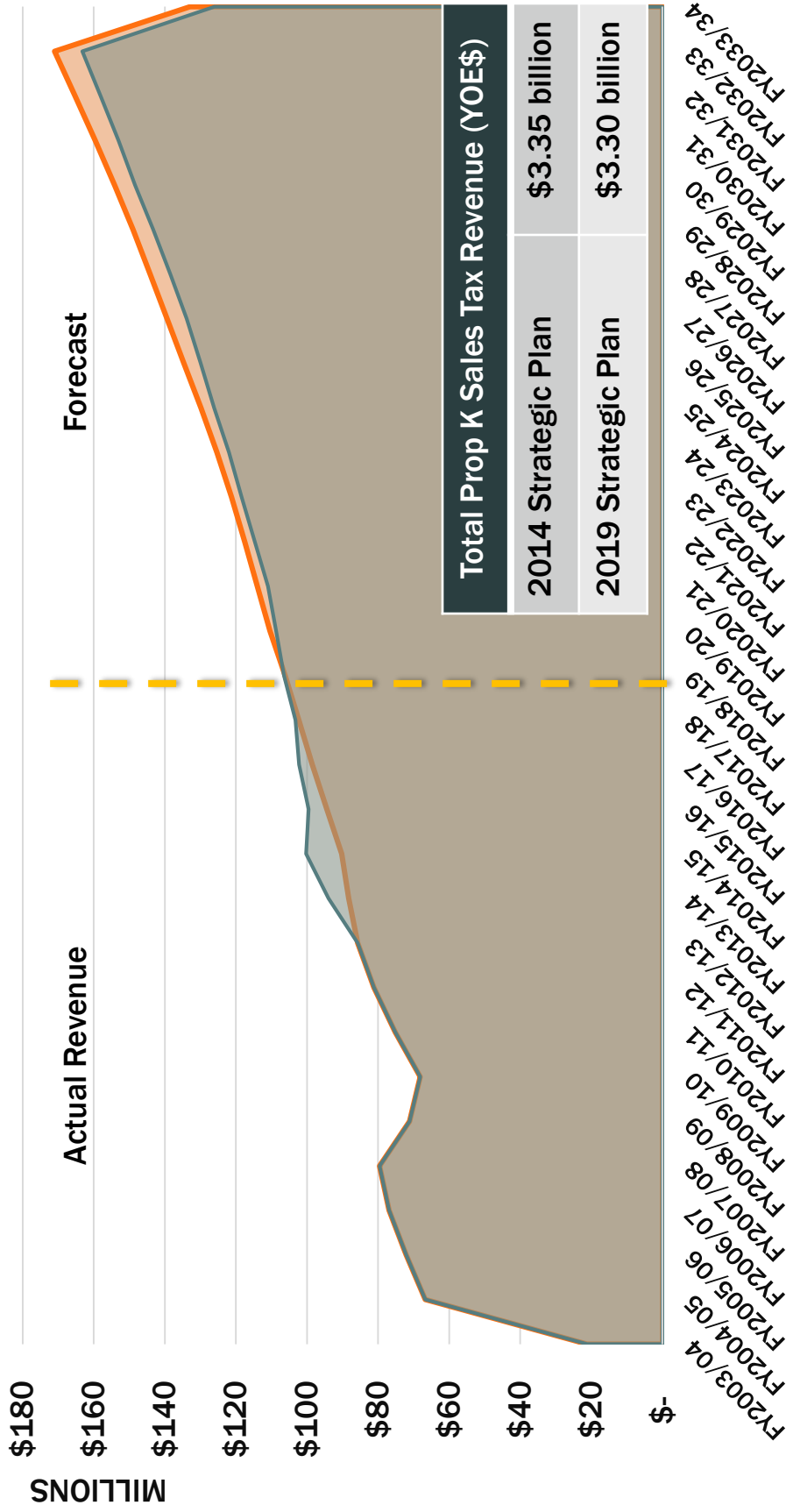
Project Costs

Financing Costs

2019 Strategic Plan Revenues



Prop K Sales Tax Revenue (YOE\$)



Components of the Strategic Plan



POLICIES

REVENUES

Sales Tax

Interest Income

EXPENDITURES

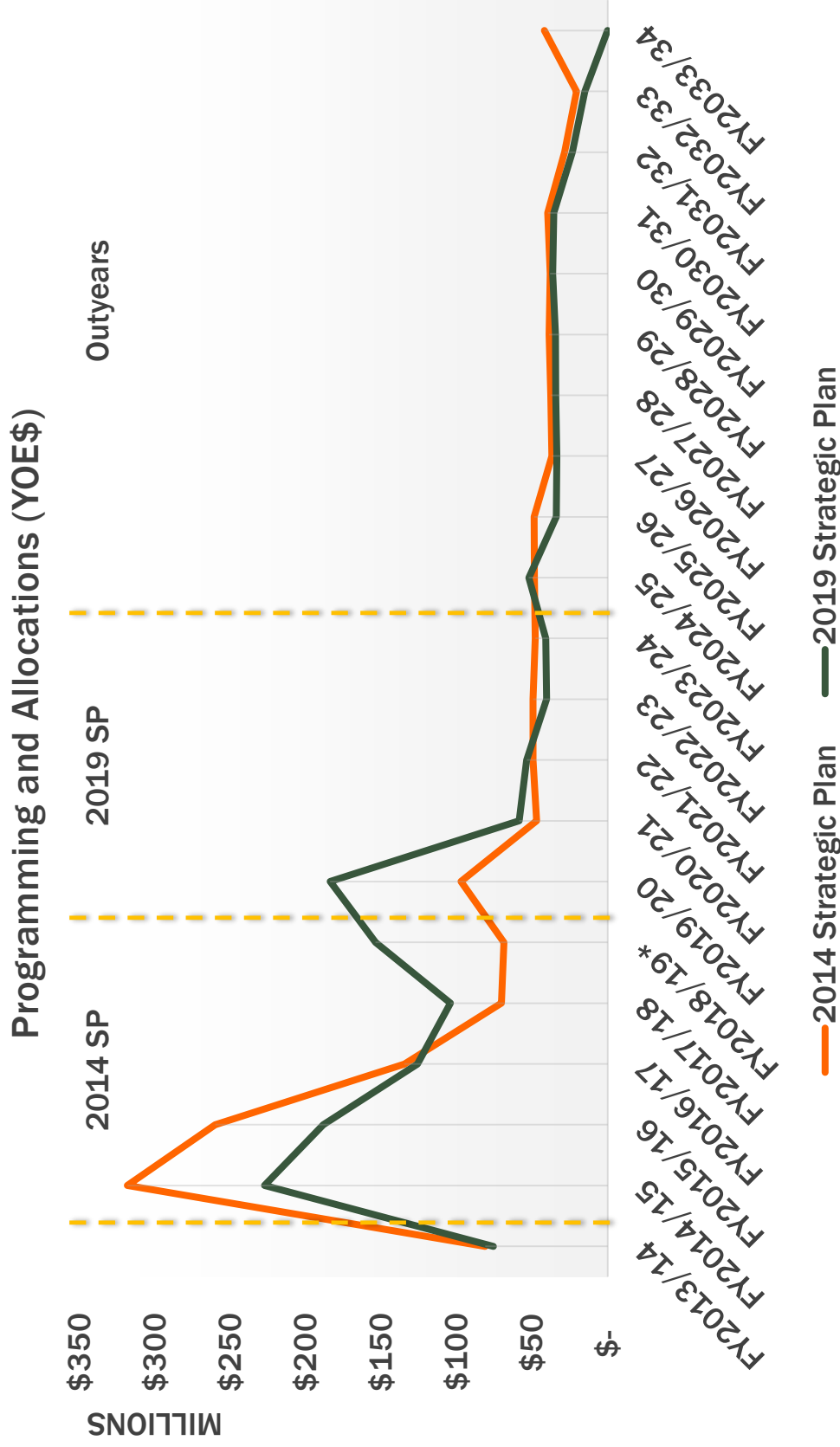
Operating Expenditures

Capital Reserve

Project Costs

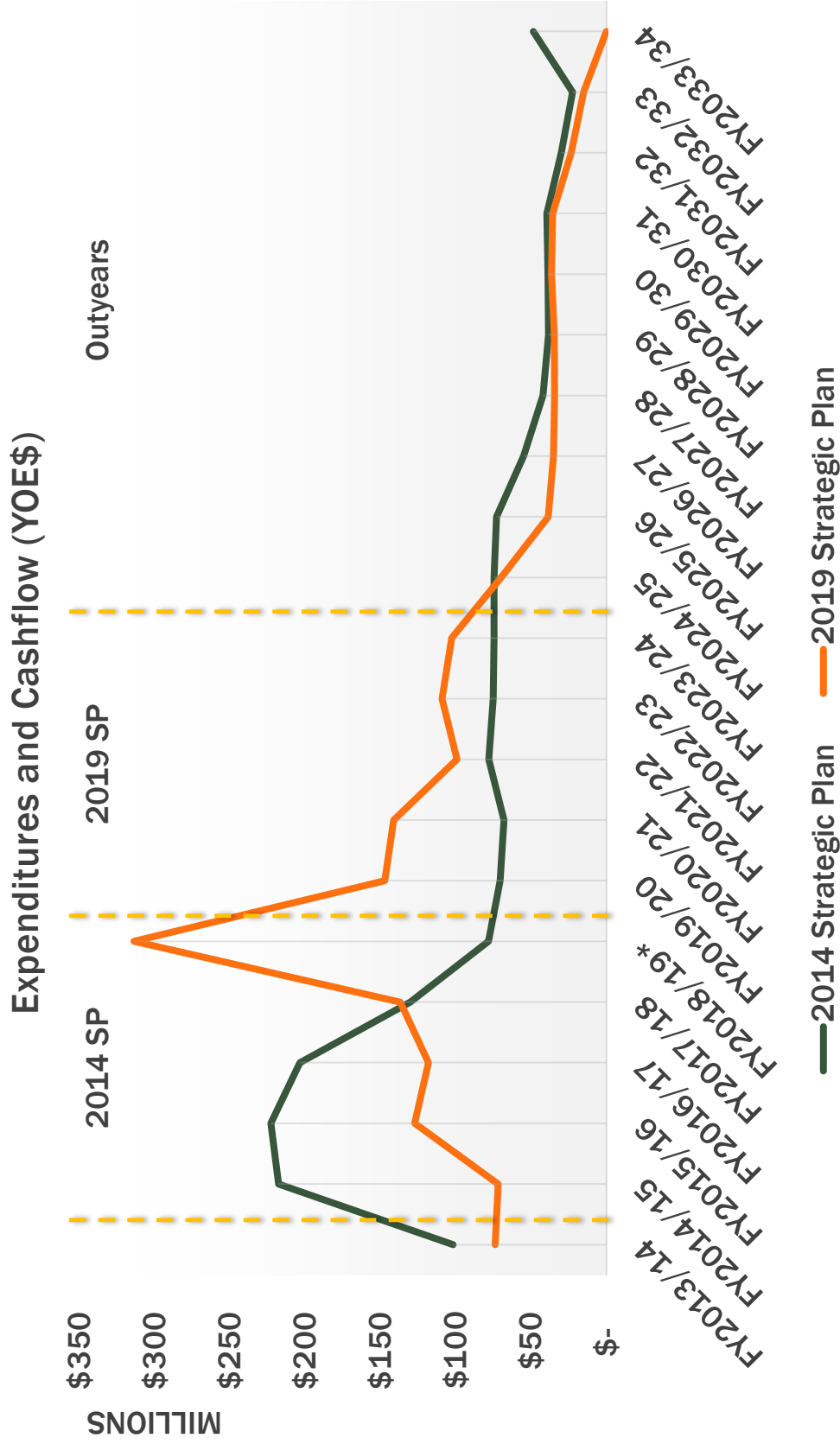
Financing Costs

2019 Strategic Plan Project Programming and Allocations



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

2019 Strategic Plan Project Expenditures and Cashflow

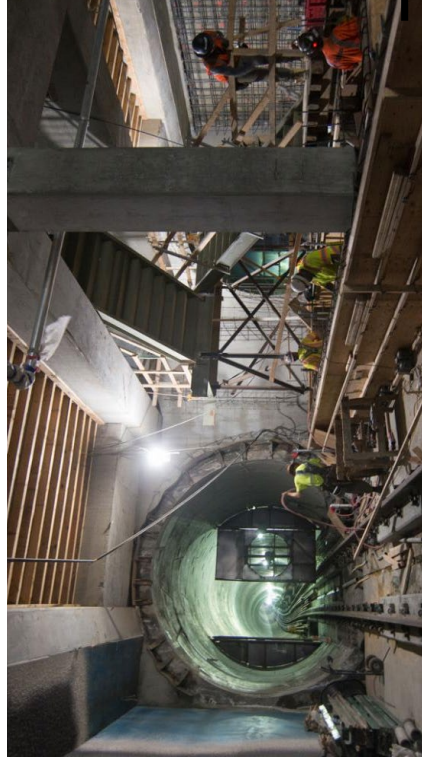


* Expenditures for FY2018/19 are projections

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 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

Amounts in millions of \$

Revenues (YOE\$)	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 (YOE\$)	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 (VOE \$'s)

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19		
TRANSIT																						
1	Bus Rapid Transit/Muni Metro Network	\$ 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	-	33,285,420		
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	-	-	-	-	-	-	964,968
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)	-	-	7,950,000	40,065,950	11,100,831	5,225,103	5,629,859	10,278,626		
6	Electrification	\$ 24,523,829	30.86%	Programming \$ 20,900,000 Finance Costs \$ 7,568,062 Total \$ 28,468,062	-	-	-	-	-	-	-	-	-	-	3,000,000	6,390,000	7,470,000	-	4,040,000	-	-	
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	1,907,384	1,740,709	373,988	181,215	163,383	1,024,389	851,789	1,438,663	1,095,729	1,795,947	43,426	145,706	
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	59,071	36,793	12,453	8,083	11,060	318,013	6,132	2,846	1,000	529,300	-	653,092	25,126	42,880	
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	-	210,065	
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	-	700,000	
14	Relocation of Paul St to Oakland-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	-	-	(4,179)	-	-	-	
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	-	945,584	
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	1,645,584	

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

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	FY2018/19	
17B	New and Renovated Vehicles-BART	\$ 12,119,042	0.00%	Programming \$ 12,113,003 Finance Costs \$ - Total \$ 12,113,003	Programming \$ 5,000 Finance Costs \$ - Total \$ 5,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ (5,000) Finance Costs \$ - Total \$ (5,000)	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%	Programming \$ 411,420,696 Finance Costs \$ 61,883,054 Total \$ 473,303,749	Programming \$ 28,258,807 Finance Costs \$ 991,284 Total \$ 29,250,091	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 3,821,299 Finance Costs \$ 814,264 Total \$ 4,635,563	Programming \$ 4,600,000 Finance Costs \$ - Total \$ 4,600,000	Programming \$ 6,906,267 Finance Costs \$ - Total \$ 6,906,267	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 14,564,466 Finance Costs \$ - Total \$ 14,564,466	Programming \$ 16,384,871 Finance Costs \$ - Total \$ 16,384,871	Programming \$ 76,391,330 Finance Costs \$ - Total \$ 76,391,330	Programming \$ 98,461,781 Finance Costs \$ - Total \$ 98,461,781	Programming \$ 28,577,306 Finance Costs \$ - Total \$ 28,577,306	Programming \$ 35,909,155 Finance Costs \$ - Total \$ 35,909,155	Programming \$ 33,320,938 Finance Costs \$ 1,560,807 Total \$ 34,881,745	
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%	Programming \$ 20,640,763 Finance Costs \$ 3,532,459 Total \$ 24,173,222	Programming \$ 58,153 Finance Costs \$ - Total \$ 58,153	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 295,500 Finance Costs \$ 814,264 Total \$ 1,109,764	Programming \$ 814,264 Finance Costs \$ - Total \$ 814,264	Programming \$ 406,000 Finance Costs \$ - Total \$ 406,000	Programming \$ 1,412,363 Finance Costs \$ - Total \$ 1,412,363	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 1,046,505 Finance Costs \$ - Total \$ 1,046,505	Programming \$ 1,000,000 Finance Costs \$ - Total \$ 1,000,000	Programming \$ 1,000,000 Finance Costs \$ - Total \$ 1,000,000	Programming \$ 1,032,481 Finance Costs \$ - Total \$ 1,032,481	Programming \$ 1,673,197 Finance Costs \$ - Total \$ 1,673,197	Programming \$ 2,109,105 Finance Costs \$ - Total \$ 2,109,105	Programming \$ 1,121,269 Finance Costs \$ - Total \$ 1,121,269	Programming \$ 3,375,386 Finance Costs \$ 122,536 Total \$ 3,497,922	
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%	Programming \$ 76,990,293 Finance Costs \$ 7,686,101 Total \$ 84,676,394	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 66,444,343 Finance Costs \$ - Total \$ 66,444,343	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
	Vehicles Subtotal	\$ 596,204,183	12.26%	Programming \$ 521,164,754 Finance Costs \$ 73,101,614 Total \$ 594,266,368	Programming \$ 28,321,960 Finance Costs \$ - Total \$ 28,321,960	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 3,486,771 Finance Costs \$ 3,486,771 Total \$ 6,973,542	Programming \$ 4,635,563 Finance Costs \$ - Total \$ 4,635,563	Programming \$ 5,001,000 Finance Costs \$ - Total \$ 5,001,000	Programming \$ 8,318,630 Finance Costs \$ - Total \$ 8,318,630	Programming \$ 1,313,458 Finance Costs \$ - Total \$ 1,313,458	Programming \$ 1,167,458 Finance Costs \$ - Total \$ 1,167,458	Programming \$ 15,564,466 Finance Costs \$ - Total \$ 15,564,466	Programming \$ 17,384,871 Finance Costs \$ - Total \$ 17,384,871	Programming \$ 143,868,154 Finance Costs \$ - Total \$ 143,868,154	Programming \$ 100,134,978 Finance Costs \$ - Total \$ 100,134,978	Programming \$ 30,686,411 Finance Costs \$ - Total \$ 30,686,411	Programming \$ 37,030,424 Finance Costs \$ - Total \$ 37,030,424	Programming \$ 36,696,324 Finance Costs \$ 1,683,343 Total \$ 38,379,667	
18	Trolleybus wheelchair-lift OGM	\$ 2,515,844	0.00%	Programming \$ 2,448,531 Finance Costs \$ - Total \$ 2,448,531	Programming \$ 607,194 Finance Costs \$ - Total \$ 607,194	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 533,000 Finance Costs \$ - Total \$ 533,000	Programming \$ 219,102 Finance Costs \$ - Total \$ 219,102	Programming \$ 350,000 Finance Costs \$ - Total \$ 350,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 360,297 Finance Costs \$ - Total \$ 360,297	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
19	F-Line OGM	\$ 5,088,090	0.00%	Programming \$ 5,168,000 Finance Costs \$ - Total \$ 5,168,000	Programming \$ 1,240,000 Finance Costs \$ - Total \$ 1,240,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 1,084,000 Finance Costs \$ - Total \$ 1,084,000	Programming \$ 977,000 Finance Costs \$ - Total \$ 977,000	Programming \$ 683,000 Finance Costs \$ - Total \$ 683,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
	Total Vehicles	\$ 603,808,116	12.11%	Programming \$ 528,781,285 Finance Costs \$ 73,101,614 Total \$ 601,882,899	Programming \$ 30,169,154 Finance Costs \$ - Total \$ 30,169,154	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 5,103,771 Finance Costs \$ - Total \$ 5,103,771	Programming \$ 5,831,665 Finance Costs \$ - Total \$ 5,831,665	Programming \$ 6,034,000 Finance Costs \$ - Total \$ 6,034,000	Programming \$ 8,318,630 Finance Costs \$ - Total \$ 8,318,630	Programming \$ 1,313,458 Finance Costs \$ - Total \$ 1,313,458	Programming \$ 1,167,458 Finance Costs \$ - Total \$ 1,167,458	Programming \$ 15,564,466 Finance Costs \$ - Total \$ 15,564,466	Programming \$ 17,384,871 Finance Costs \$ - Total \$ 17,384,871	Programming \$ 143,868,154 Finance Costs \$ - Total \$ 143,868,154	Programming \$ 100,134,978 Finance Costs \$ - Total \$ 100,134,978	Programming \$ 30,686,411 Finance Costs \$ - Total \$ 30,686,411	Programming \$ 37,030,424 Finance Costs \$ - Total \$ 37,030,424	Programming \$ 38,379,667 Finance Costs \$ 1,683,343 Total \$ 40,063,010	
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%	Programming \$ 1,950,937 Finance Costs \$ 58,594 Total \$ 2,009,530	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 5,021 Finance Costs \$ - Total \$ 5,021	Programming \$ 5,336 Finance Costs \$ - Total \$ 5,336	Programming \$ 1,613 Finance Costs \$ - Total \$ 1,613	Programming \$ 741 Finance Costs \$ - Total \$ 741	Programming \$ 674 Finance Costs \$ - Total \$ 674	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%	Programming \$ 69,161,047 Finance Costs \$ 11,847,024 Total \$ 81,008,071	Programming \$ 1,949,581 Finance Costs \$ - Total \$ 1,949,581	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 364,016 Finance Costs \$ - Total \$ 364,016	Programming \$ 227,785 Finance Costs \$ - Total \$ 227,785	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 12,298,331 Finance Costs \$ - Total \$ 12,298,331	Programming \$ 15,172,000 Finance Costs \$ - Total \$ 15,172,000	Programming \$ 2,802,248 Finance Costs \$ - Total \$ 2,802,248	Programming \$ 16,000 Finance Costs \$ - Total \$ 16,000	Programming \$ 3,700,000 Finance Costs \$ - Total \$ 3,700,000	Programming \$ 3,800,502 Finance Costs \$ - Total \$ 3,800,502	Programming \$ 3,344,361 Finance Costs \$ - Total \$ 3,344,361	Programming \$ 7,892,800 Finance Costs \$ - Total \$ 7,892,800	Programming \$ 2,006,214 Finance Costs \$ - Total \$ 2,006,214	Programming \$ 49,208 Finance Costs \$ - Total \$ 49,208	Programming \$ 8,887,532 Finance Costs \$ 534,003 Total \$ 9,421,535
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%	Programming \$ 6,713,001 Finance Costs \$ 1,381,086 Total \$ 8,094,087	Programming \$ 933,426 Finance Costs \$ - Total \$ 933,426	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 166,667 Finance Costs \$ - Total \$ 166,667	Programming \$ 365,196 Finance Costs \$ - Total \$ 365,196	Programming \$ 530,178 Finance Costs \$ - Total \$ 530,178	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 160,000 Finance Costs \$ - Total \$ 160,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 10,270 Finance Costs \$ - Total \$ 10,270	Programming \$ 8,101 Finance Costs \$ - Total \$ 8,101	Programming \$ 217,744 Finance Costs \$ - Total \$ 217,744	Programming \$ 436,462 Finance Costs \$ - Total \$ 436,462	Programming \$ 2,732 Finance Costs \$ - Total \$ 2,732	Programming \$ 434,287 Finance Costs \$ - Total \$ 434,287	Programming \$ 418,485 Finance Costs \$ 54,217 Total \$ 472,702
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 10,108,603	0.99%	Programming \$ 10,007,685 Finance Costs \$ 100,163 Total \$ 10,107,848	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
	Facilities Subtotal	\$ 101,325,282	13.21%	Programming \$ 87,832,670 Finance Costs \$ 13,386,867 Total \$ 101,219,537	Programming \$ 2,883,007 Finance Costs \$ - Total \$ 2,883,007	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 530,683 Finance Costs \$ 5,021 Total \$ 535,703	Programming \$ 592,981 Finance Costs \$ 47,921 Total \$ 640,902	Programming \$ 530,178 Finance Costs \$ 20,977 Total \$ 551,155	Programming \$ 12,298,331 Finance Costs \$ 15,208 Total \$ 12,313,539	Programming \$ 15,332,000 Finance Costs \$ 29,957 Total \$ 15,361,957	Programming \$ 2,802,248 Finance Costs \$ 24,651 Total \$ 2,826,899	Programming \$ 16,000 Finance Costs \$ 10,270 Total \$ 26,270	Programming \$ 3,699,999 Finance Costs \$ 8,101 Total \$ 3,708,100	Programming \$ 4,011,033 Finance Costs \$ 7,213 Total \$ 4,018,246	Programming \$ 3,835,350 Finance Costs \$ 2,691 Total \$ 3,838,041	Programming \$ 8,329,262 Finance Costs \$ 2,732 Total \$ 8,331,994	Programming \$ 2,522,510 Finance Costs \$ 77,199 Total \$ 2,599,709	Programming \$ 9,306,017 Finance Costs \$ 588,220 Total \$ 9,894,237	
21	Muni MXM OGM	\$ 16,518,835	0.00%	Programming \$ 16,781,000 Finance Costs \$ - Total \$ 16,781,000	Programming \$ 4,000,000 Finance Costs \$ - Total \$ 4,000,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 3,497,000 Finance Costs \$ - Total \$ 3,497,000	Programming \$ 3,151,000 Finance Costs \$ - Total \$ 3,151,000	Programming \$ 2,314,000 Finance Costs \$ - Total \$ 2,314,000	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
	Total Facilities	\$ 117,844,117	11.36%	Programming \$ 104,613,670 Finance Costs \$ 13,386,867 Total \$ 118,000,537	Programming \$ 6,883,007 Finance Costs \$ - Total \$ 6,883,007	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 4,027,683 Finance Costs \$ 5,021 Total \$ 9,048,703	Programming \$ 3,743,981 Finance Costs \$ 47,921 Total \$ 3,791,902	Programming \$ 2,844,178 Finance Costs \$ 20,977 Total \$ 2,865,155	Programming \$ 12,298,331 Finance Costs \$ 15,208 Total \$ 12,313,539	Programming \$ 15,332,000 Finance Costs \$ 29,957 Total \$ 15,361,957	Programming \$ 2,802,248 Finance Costs \$ 24,651 Total \$ 2,826,899	Programming \$ 16,000 Finance Costs \$ 10,270 Total \$ 26,270	Programming \$ 3,699,999 Finance Costs \$ 8,101 Total \$ 3,708,100	Programming \$ 4,011,033 Finance Costs \$ 7,213 Total \$ 4,018,246	Programming \$ 3,835,350 Finance Costs \$ 2,691 Total \$ 3,838,041	Programming \$ 8,329,262 Finance Costs \$ 2,732 Total \$ 8,331,994	Programming \$ 2,522,510 Finance Costs \$ 77,199 Total \$ 2,599,709	Programming \$ 9,306,017 Finance Costs \$ 588,220 Total \$ 9,894,237	
22B	Guideways-BART	\$ 7,373,824	0.46%	Programming \$ 7,339,709 Finance Costs \$ 33,660 Total \$ 7,373,368	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ - Finance Costs \$ - Total \$ -	
22M	Guideways-MUNI	\$ 293,478,186	5.34%	Programming \$ 277,769,396 Finance Costs \$ 15,661,579 Total \$ 293,430,975	Programming \$ 5,266,194 Finance Costs \$ - Total \$ 5,266,194	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 3,297,439 Finance Costs \$ - Total \$ 3,297,439	Programming \$ 5,108,354 Finance Costs \$ - Total \$ 5,108,354	Programming \$ 4,929,261 Finance Costs \$ - Total \$ 4,929,261	Programming \$ 81,126,347 Finance Costs \$ - Total \$ 81,126,347	Programming \$ 910,054 Finance Costs \$ - Total \$ 910,054	Programming \$ 21,089,315 Finance Costs \$ - Total \$ 21,089,315	Programming \$ 639,240 Finance Costs \$ - Total \$ 639,240	Programming \$ 4,774,698 Finance Costs \$ - Total \$ 4,774,698	Programming \$ - Finance Costs \$ - Total \$ -	Programming \$ 5,634,311 Finance Costs \$ - Total \$ 5,634,311	Programming \$ 15,459,613 Finance Costs \$ - Total \$ 15,459,613	Programming \$ 14,388,295 Finance Costs \$ - Total \$ 14,388,295	Programming \$ 23,972,269 Finance Costs \$ 527,843 Total \$ 24,500,112	

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	FY2003/04	FY2004/05	FY2005/06	FY2006/07	FY2007/08	FY2008/09	FY2009/10	FY2010/11	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	
33	Signals and Signs	\$ 105,153,392	0.76%	Total Programming & Finance Costs	Programming \$	2,343,676	8,636,568	274,956	4,391,291	583,307	239,921	391,405	1,028,717	3,916,651	444,550	251,252	8,474,277	3,886,176	10,298,081	154,394	
					Finance Costs \$	-	-	34,979	37,417	5,167	-	-	-	-	-	-	-	-	-	-	-
						\$ 2,343,676	\$ 8,636,568	\$ 309,936	\$ 4,428,708	\$ 606,892	\$ 245,089	\$ 391,405	\$ 1,028,717	\$ 3,916,651	\$ 444,550	\$ 251,252	\$ 8,474,277	\$ 3,886,176	\$ 10,298,081	\$ 154,394	
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%	Total Programming & Finance Costs	Programming \$	10,946,669	12,630,000	3,250,000	13,488,709	2,880,000	2,496,953	1,703,167	2,259,537	4,485,000	4,540,463	13,884,546	13,884,546	3,431,648	4,097,251	3,150,000	
					Finance Costs \$	-	480,906	771,784	546,489	288,760	184,733	315,892	261,341	106,278	75,875	24,986	25,960	90,425	24,986	23,960	133,582
						\$ 10,946,669	\$ 13,110,906	\$ 4,021,784	\$ 14,035,199	\$ 3,168,760	\$ 2,681,686	\$ 2,019,058	\$ 2,520,878	\$ 4,591,278	\$ 4,630,888	\$ 13,909,531	\$ 13,909,531	\$ 3,455,608	\$ 4,230,833	\$ 3,726,764	
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	Total Programming & Finance Costs	Programming \$	1,033,625	535,166	664,504	608,592	670,000	699,000	606,915	761,000	576,000	1,184,590	701,034	738,072	1,499,408	1,499,408	-	936,719
					Finance Costs \$	3,375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 1,037,000	\$ 535,166	\$ 664,504	\$ 608,592	\$ 699,000	\$ 606,915	\$ 761,000	\$ 576,000	\$ 1,184,590	\$ 701,034	\$ 738,072	\$ 1,499,408	\$ 1,499,408	\$ -	\$ 936,719	
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Total Programming & Finance Costs	Programming \$	500,000	477,000	436,998	394,000	341,647	-	-	-	-	-	-	-	-	-	-	-
					Finance Costs \$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Total Programming & Finance Costs	Programming \$	693,127	495,880	540,800	624,993	539,120	554,710	619,759	586,960	599,307	625,000	458,793	664,334	687,494	711,397	736,957	
					Finance Costs \$	-	-	-	-	1,875	2,691	6,028	6,418	6,028	2,482	1,145	209	1,145	209	-	-
						\$ 693,127	\$ 495,880	\$ 540,800	\$ 624,993	\$ 540,995	\$ 557,401	\$ 626,177	\$ 592,988	\$ 601,789	\$ 627,475	\$ 459,937	\$ 664,543	\$ 687,494	\$ 711,397	\$ 742,791	
38	Traffic Calming	\$ 72,734,087	9.39%	Total Programming & Finance Costs	Programming \$	1,050,379	1,415,815	1,354,564	1,281,642	240,900	2,462,172	502,153	2,997,679	336,387	976,076	225,901	(451,556)	4,542,141	2,967,375	4,246,174	
					Finance Costs \$	6,830,365	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 1,050,379	\$ 1,415,815	\$ 1,354,564	\$ 1,281,642	\$ 240,900	\$ 502,153	\$ 2,997,679	\$ 336,387	\$ 976,076	\$ 225,901	\$ (451,556)	\$ 4,542,141	\$ 2,967,375	\$ 4,246,174		
39	Bicycle Circulation and Safety	\$ 33,017,447	11.30%	Total Programming & Finance Costs	Programming \$	29,233,722	476,845	771,579	543,314	593,704	286,879	817,998	1,406,428	1,380,888	839,629	1,652,268	652,750	275,857	402,286	3,693,704	
					Finance Costs \$	3,730,647	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 32,964,370	\$ 476,845	\$ 771,579	\$ 543,314	\$ 593,704	\$ 817,998	\$ 1,406,428	\$ 1,380,888	\$ 839,629	\$ 1,652,268	\$ 652,750	\$ 275,857	\$ 402,286	\$ 3,693,704		
40	Pedestrian Circulation and Safety	\$ 28,471,567	8.28%	Total Programming & Finance Costs	Programming \$	26,105,968	388,439	600,260	222,258	1,064,450	778,847	411,956	568,416	1,556,275	567,814	1,886,946	1,947,061	394,425	983,021	1,971,828	
					Finance Costs \$	2,358,653	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 28,464,622	\$ 388,439	\$ 600,260	\$ 222,258	\$ 1,064,450	\$ 778,847	\$ 411,956	\$ 568,416	\$ 1,556,275	\$ 567,814	\$ 1,886,946	\$ 1,947,061	\$ 394,425	\$ 983,021	\$ 1,971,828	
41	Curb Ramps	\$ 28,232,310	0.05%	Total Programming & Finance Costs	Programming \$	871,446	616,987	643,917	671,526	525,555	700,342	763,000	796,000	796,000	830,949	867,000	651,822	(24,532)	761,277	804,084	
					Finance Costs \$	14,091	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 885,537	\$ 616,987	\$ 643,917	\$ 671,526	\$ 525,555	\$ 700,342	\$ 763,000	\$ 796,000	\$ 830,949	\$ 867,000	\$ 651,822	\$ (24,532)	\$ 761,277	\$ 804,084		
42	Tree Planting and Maintenance	\$ 39,238,126	0.54%	Total Programming & Finance Costs	Programming \$	39,022,527	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	1,091,623	1,141,166	1,192,519	
					Finance Costs \$	212,326	1,780	-	-	-	1,833	1,478	-	-	-	-	-	-	-	-	-
						\$ 39,234,853	\$ 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	\$ 1,091,623	\$ 1,141,166	\$ 1,192,519	
TOTAL STREETS AND TRAFFIC SAFETY		\$ 686,617,274	6.02%	Total Programming & Finance Costs	Programming \$	2,832,840	28,149,870	13,473,540	27,813,092	17,451,007	43,765,802	6,969,370	14,228,610	15,371,328	13,359,147	5,924,282	49,447,335	20,925,835	31,319,382	21,527,455	
					Finance Costs \$	41,316,646	499,259	806,763	583,906	315,085	192,591	478,389	489,561	215,824	184,960	168,677	117,608	145,597	117,608	145,597	835,247
						\$ 2,832,840	\$ 28,649,130	\$ 14,280,303	\$ 28,396,999	\$ 17,766,092	\$ 7,447,758	\$ 14,718,170	\$ 15,587,152	\$ 13,544,107	\$ 6,092,959	\$ 49,564,943	\$ 21,071,432	\$ 32,154,629	\$ 23,069,445		
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																					
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Total Programming & Finance Costs	Programming \$	12,536,451	312,988	410,000	129,814	263,968	177,331	180,208	263,610	263,627	589,231	1,055,150	449,897	180,646	577,000	1,645,000	
					Finance Costs \$	1,336,592	6,569	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 13,876,898	\$ 312,988	\$ 410,000	\$ 129,814	\$ 263,968	\$ 177,331	\$ 180,208	\$ 263,610	\$ 263,627	\$ 589,231	\$ 1,055,150	\$ 449,897	\$ 180,646	\$ 577,000	\$ 1,645,000	
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Total Programming & Finance Costs	Programming \$	18,739,580	230,000	243,000	303,535	781,316	(6,010)	349,053	1,007,672	195,203	2,067,040	580,490	1,894,217	232,827	805,000		
					Finance Costs \$	2,292,920	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						\$ 21,032,499	\$ 230,000	\$ 243,000	\$ 303,535	\$ 781,316	\$ (6,010)	\$ 349,053	\$ 1,007,672	\$ 195,203	\$ 2,067,040	\$ 580,490	\$ 1,894,217	\$ 232,827	\$ 805,000		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																					
TOTAL STRATEGIC PLAN		\$ 2,793,551,071	9.11%	Total Programming & Finance Costs	Programming \$	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	227,559,889	188,685,950	126,071,910	104,250,341	133,932,365		
					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	626,135	695,247	430,106	608,900	4,131,378	9,323,634	
						\$ 176,673,374	\$ 79,699,883	\$ 63,402,921	\$ 112,247,987	\$ 55,290,961	\$ 204,507,136	\$ 60,459,812	\$ 108,718,694	\$ 70,276,402	\$ 228,255,137	\$ 189,116,057	\$ 126,880,810	\$ 108,381,719	\$ 163,255,999		

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	(Over) / Under > \$1M	
TRANSIT																		
1	Bus Rapid Transit/Muni Metro Network	\$ 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	\$ -	\$ -	\$ 661,296	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
3	Central Subway (Third Street Light Rail Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4	Geary Light Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ 43,725,951	
		\$ 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	\$ 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	\$ -	\$ (3,944,233)
		\$ 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	\$ 2,500,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,650	
		\$ 2,500,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8	BART Station Access, Safety and Capacity	\$ 83,444	\$ 88,740	\$ 86,908	\$ 86,589	\$ 109,445	\$ 101,838	\$ 101,384	\$ 102,442	\$ 104,393	\$ 96,556	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -	\$ 3,046	
		\$ 1,156,419	\$ 88,740	\$ 86,908	\$ 86,589	\$ 109,445	\$ 101,838	\$ 101,384	\$ 102,442	\$ 104,393	\$ 96,556	\$ 83,148	\$ 64,376	\$ 46,882	\$ -	\$ -	\$ -	
9	Ferry	\$ 240,000	\$ 65,000	\$ 282,000	\$ 200,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 95,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,646	
		\$ 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	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,891,422	\$ 357,726	\$ 370,569	\$ 385,554	\$ 401,295	\$ 444,133	\$ 468,091	\$ 485,029	\$ 490,922	\$ -	\$ 4,634	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 2,175,553	\$ 188,277	\$ 195,036	\$ 202,923	\$ 211,208	\$ 233,754	\$ 246,364	\$ 255,278	\$ 258,380	\$ -	\$ 1,535	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 926,100	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ 374,809	\$ -	\$ 545,986	\$ -	\$ -	\$ 45,789	\$ 47,679	\$ 49,529	\$ 51,633	\$ 53,750	\$ 53,271	\$ 55,186	\$ 58,376	\$ -	\$ -	\$ 212	
		\$ -	\$ -	\$ -	\$ 5,741	\$ 5,446	\$ 5,067	\$ 5,044	\$ 5,087	\$ 5,194	\$ 5,400	\$ 5,597	\$ 5,788	\$ 5,851	\$ -	\$ -	\$ -	
		\$ 374,809	\$ -	\$ 545,986	\$ 5,741	\$ 5,446	\$ 50,856	\$ 52,723	\$ 54,616	\$ 56,827	\$ 59,149	\$ 58,868	\$ 60,974	\$ 44,228	\$ -	\$ -	\$ -	
13	Balboa Park BART/MUNI Station Access	\$ 748,000	\$ 1,208,408	\$ -	\$ -	\$ -	\$ 300,656	\$ 313,868	\$ 326,574	\$ 340,880	\$ 355,043	\$ 393,097	\$ 199,829	\$ -	\$ -	\$ -	\$ 1,944	
		\$ 30,438	\$ 51,161	\$ 63,816	\$ 53,341	\$ 56,346	\$ 52,430	\$ 51,196	\$ 52,637	\$ 53,750	\$ 55,882	\$ 61,490	\$ 55,691	\$ 40,587	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	\$ -	\$ -	
14	Relocation of Paul St. to Oakdale-Caltrain Station	\$ 727,650	\$ -	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 405,791	\$ -	\$ 486	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 727,650	\$ -	\$ -	\$ -	\$ -	\$ 1,457,830	\$ 298,607	\$ 309,327	\$ 321,836	\$ 334,976	\$ 370,734	\$ 390,733	\$ 404,871	\$ 405,791	\$ -	\$ -	
15	Purchase Additional Light Rail Vehicles	\$ 96,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139,959	
		\$ 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	\$ -	\$ -	\$ -	
		\$ 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	\$ 500,000	\$ 2,744,300	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 386,379	
		\$ -	\$ -	\$ 121,964	\$ 156,060	\$ 191,497	\$ 164,147	\$ 147,939	\$ 132,077	\$ 115,691	\$ 98,477	\$ 80,343	\$ 55,079	\$ 23,926	\$ -	\$ -	\$ -	
		\$ 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	\$ -	\$ -	\$ -	
Total	Total Transit Enhancements (10-16)	\$ 3,373,220	\$ 3,952,708	\$ 3,295,986	\$ -	\$ -	\$ 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	\$ -	\$ 535,149	
		\$ 423,177	\$ 128,651	\$ 256,691	\$ 280,857	\$ 338,359	\$ 294,673	\$ 271,123	\$ 248,829	\$ 226,531	\$ 204,188	\$ 184,078	\$ 142,356	\$ 83,301	\$ -	\$ -	\$ -	
		\$ 3,496,397	\$ 4,081,359	\$ 3,552,677	\$ 280,857	\$ 338,359	\$ 1,477,279	\$ 1,499,864	\$ 1,529,358	\$ 1,529,358	\$ 1,560,459	\$ 1,679,066	\$ 1,502,558	\$ 1,266,856	\$ 1,159,094	\$ -	\$ -	

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

EP No.	EP Line Item	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	(Over) / Under > \$1M
17B	New and Renovated Vehicles-BART	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,040
17M	New and Renovated Vehicles-MUNI	\$ 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	\$ -	\$ -	\$ 1,710,012
		\$ 60,872,488	\$ 4,653,997	\$ 8,392,152	\$ 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	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles-Caltrain	\$ 2,250,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,862
		\$ 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	\$ -	\$ -	\$ -
		\$ 2,554,191	\$ 2,024,728	\$ 329,017	\$ 307,675	\$ 379,746	\$ 327,906	\$ 298,333	\$ 269,736	\$ 240,532	\$ 210,385	\$ 180,492	\$ 138,660	\$ 98,522	\$ -	\$ -	\$ -
17U	New and Renovated Vehicles-Discretionary	\$ 10,545,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,901
		\$ -	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -	\$ -
		\$ 10,545,950	\$ -	\$ -	\$ 154,310	\$ 1,331,291	\$ 1,149,794	\$ 1,046,379	\$ 946,413	\$ 844,362	\$ 739,072	\$ 634,888	\$ 489,066	\$ 350,527	\$ -	\$ -	\$ -
	Vehicles Subtotal	\$ 69,412,169	\$ 1,700,000	\$ 3,304,749	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -	\$ 1,937,814
		\$ 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	\$ -	\$ -	\$ -
		\$ 73,972,630	\$ 6,678,725	\$ 8,721,169	\$ 5,128,505	\$ 8,980,267	\$ 15,542,291	\$ 7,630,444	\$ 6,970,709	\$ 6,285,628	\$ 5,578,446	\$ 4,911,629	\$ 3,931,685	\$ 2,976,290	\$ 639,775	\$ -	\$ -
18	Trolleybus wheelchair-lift O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,313
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (79,910)
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles	\$ 69,412,169	\$ 1,700,000	\$ 3,304,749	\$ -	\$ -	\$ 7,677,763	\$ 466,192	\$ 482,929	\$ 502,458	\$ 522,972	\$ 578,798	\$ 610,021	\$ 632,095	\$ 639,775	\$ -	\$ 1,925,216
		\$ 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	\$ -	\$ -	\$ -
		\$ 73,972,630	\$ 6,678,725	\$ 8,721,169	\$ 5,128,505	\$ 8,980,267	\$ 15,542,291	\$ 7,630,444	\$ 6,970,709	\$ 6,285,628	\$ 5,578,446	\$ 4,911,629	\$ 3,931,685	\$ 2,976,290	\$ 639,775	\$ -	\$ -
20B	Rehab/Upgrades Existing facilities-BART	\$ 790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 2,000,000	\$ 1,899,677	\$ -	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,155
		\$ 1,016,545	\$ 1,012,324	\$ 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	\$ -	\$ -	\$ -
		\$ 3,016,545	\$ 2,912,001	\$ 1,002,322	\$ 3,798,592	\$ 1,275,122	\$ 1,101,617	\$ 1,002,925	\$ 907,577	\$ 810,292	\$ 710,003	\$ 611,062	\$ 472,550	\$ 342,883	\$ -	\$ -	\$ -
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 750,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,609
		\$ 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	\$ -	\$ -	\$ -
		\$ 854,180	\$ 511,716	\$ 109,911	\$ 102,716	\$ 126,678	\$ 109,279	\$ 99,301	\$ 89,635	\$ 79,748	\$ 69,515	\$ 59,275	\$ 44,955	\$ 30,610	\$ -	\$ -	\$ -
20U	Rehab/Upgrades Existing facilities-Discretionary	\$ 5,848,403	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 755
		\$ 19,625	\$ 24,818	\$ 21,678	\$ 9,069	\$ -	\$ 2,653	\$ 2,642	\$ 2,664	\$ 2,721	\$ 2,829	\$ 3,114	\$ 3,465	\$ 4,886	\$ -	\$ -	\$ -
		\$ 5,868,028	\$ 24,818	\$ 21,678	\$ 9,069	\$ -	\$ 5,459,000	\$ 388,855	\$ 402,818	\$ 419,112	\$ 436,225	\$ 482,788	\$ 508,564	\$ 528,298	\$ 471,697	\$ -	\$ -
	Total Facilities Subtotal	\$ 9,388,403	\$ 2,299,677	\$ -	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -	\$ 105,746
		\$ 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	\$ 526,425	\$ 384,802	\$ -	\$ -	\$ -
		\$ 10,528,753	\$ 3,448,535	\$ 1,133,910	\$ 3,910,377	\$ 1,406,683	\$ 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	\$ -	\$ -
21	Muni MAX O&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (262,165)
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities	\$ 9,388,403	\$ 2,299,677	\$ -	\$ 2,800,000	\$ -	\$ 613,227	\$ 458,982	\$ 475,676	\$ 495,102	\$ 515,446	\$ 570,339	\$ 592,162	\$ 607,340	\$ 498,330	\$ -	\$ (156,420)
		\$ 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	\$ 526,425	\$ 384,802	\$ -	\$ -	\$ -
		\$ 10,528,753	\$ 3,448,535	\$ 1,133,910	\$ 3,910,377	\$ 1,406,683	\$ 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	Guideways-BART	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 455
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22M	Guideways-MUNI	\$ 5,801,164	\$ 5,892,745	\$ 6,246,311	\$ 6,642,086	\$ 8,840,062	\$ 4,548,536	\$ 7,167,844	\$ 10,510,213	\$ 10,988,772	\$ 11,409,547	\$ 12,159,654	\$ 11,818,078	\$ 4,948,587	\$ -	\$ -	\$ 47,211
		\$ 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	\$ -	\$ -	\$ -
		\$ 6,503,697	\$ 6,930,396	\$ 7,287,150	\$ 7,669,494	\$ 10,109,687	\$ 5,729,914	\$ 8,343,954	\$ 11,696,279	\$ 12,169,861	\$ 12,668,519	\$ 13,518,816	\$ 13,248,063	\$ 6,201,505	\$ -	\$ -	\$ -

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 69,459	\$ 127,163	\$ 208,629	\$ 769,997	\$ 641,059
14	Relocation of Paul St to Oakdale-Catrain 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	\$ 101,728
	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	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			\$ 12,113,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17M	New and Renovated Vehicles-MUNI	\$ 475,013,761	13.03%		\$ 1,214,347	\$ 251,829	\$ 7,080,702	\$ 11,754,180	\$ 3,008,103	\$ 6,633,507	\$ 9,373,767	\$ 3,270,730	\$ 5,846,674	\$ 16,048,573	\$ 3,941,460	\$ 26,592,499	\$ 50,134,849	\$ 37,903,766
	Programming				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 61,883,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 473,303,749	\$ 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
17P	New and Renovated Vehicles-Caltrain	\$ 24,238,084	14.57%		\$ (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
	Programming				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 3,532,459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 24,173,222	\$ 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
17U	New and Renovated Vehicles-Discretionary	\$ 84,833,295	9.06%		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programming				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 7,686,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 84,676,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Vehicles Subtotal				\$ 596,204,183	\$ 307,829	\$ 7,080,702	\$ 11,758,966	\$ 4,184,332	\$ 7,194,495	\$ 9,953,830	\$ 4,476,590	\$ 5,976,681	\$ 16,347,120	\$ 4,737,587	\$ 26,652,381	\$ 50,279,211	\$ 41,645,900
	Programming				\$ 521,164,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 594,266,368	\$ 307,829	\$ 7,080,702	\$ 11,758,966	\$ 4,184,332	\$ 7,194,495	\$ 9,953,830	\$ 4,476,590	\$ 5,976,681	\$ 16,347,120	\$ 4,737,587	\$ 26,652,381	\$ 50,279,211	\$ 41,645,900
18	Trolleybus wheelchair-lift O&M	\$ 2,515,844	0.00%		\$ 607,194	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programming				\$ 2,448,531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ -	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 2,448,531	\$ 378,938	\$ 533,000	\$ 219,102	\$ 142,990	\$ 207,010	\$ 360,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	F-Line O&M	\$ 5,088,090	0.00%		\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programming				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 1,240,000	\$ 1,184,000	\$ 1,084,000	\$ 977,000	\$ 683,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Vehicles				\$ 603,808,116	\$ 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
	Programming				\$ 528,781,285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 73,101,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 601,882,899	\$ 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
20B	Rehab/Upgrades Existing facilities-BART	\$ 2,009,758	2.92%		\$ -	\$ -	\$ 236,864	\$ 146,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,328
	Programming				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 58,594	\$ -	\$ 5,021	\$ 5,336	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 2,009,530	\$ -	\$ 241,885	\$ 152,087	\$ 1,613	\$ 741	\$ 674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,328
20M	Rehab/Upgrades Existing facilities-MUNI	\$ 81,060,226	14.62%		\$ 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
	Programming				\$ 69,161,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 11,847,024	\$ 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
	Total				\$ 81,008,071	\$ 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	\$ 10,818,991
20P	Rehab/Upgrades Existing facilities-Caltrain	\$ 8,146,696	16.95%		\$ 252	\$ (41,416)	\$ 27,287	\$ 2,279,311	\$ 368,859	\$ 392,863	\$ 396,729	\$ 110,833	\$ 2,859	\$ 10,605	\$ (458)	\$ -	\$ -	\$ 718,579
	Programming				\$ 6,713,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 1,381,086	\$ (41,416)	\$ 27,287	\$ 2,279,311	\$ 368,859	\$ 392,863	\$ 396,729	\$ 110,833	\$ 2,859	\$ 10,605	\$ (458)	\$ -	\$ -	\$ 718,579
	Total				\$ 8,094,087	\$ (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				\$ 10,007,685	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 100,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 10,107,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Facilities Subtotal				\$ 101,325,282	\$ (5,633)	\$ 438,267	\$ 3,003,453	\$ 1,156,493	\$ 488,724	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,679	\$ 3,761,348	\$ 2,015,158	\$ 5,017,155	\$ 11,532,691
	Programming				\$ 87,832,670	\$ (5,633)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 13,386,867	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 77,199
	Total				\$ 101,219,537	\$ (5,633)	\$ 443,288	\$ 3,051,374	\$ 1,177,469	\$ 503,932	\$ 1,603,192	\$ 2,760,431	\$ 1,926,341	\$ 4,685,780	\$ 3,768,560	\$ 2,017,850	\$ 5,019,888	\$ 11,609,890
21	Muni MMX O&M	\$ 16,518,835	0.00%		\$ 4,000,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Programming				\$ 16,781,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total				\$ 16,781,000	\$ 3,819,000	\$ 3,497,000	\$ 3,151,000	\$ 416,520	\$ 1,897,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Facilities				\$ 117,844,117	\$ 3,813,367	\$ 3,935,267	\$ 6,154,453	\$ 1,573,013	\$ 2,386,204	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,679	\$ 3,761,348	\$ 2,015,158	\$ 5,017,155	\$ 11,532,691
	Programming				\$ 104,613,670	\$ 3,813,367	\$ 3,935,267	\$ 6,154,453	\$ 1,573,013	\$ 2,386,204	\$ 1,573,235	\$ 2,735,779	\$ 1,916,071	\$ 4,677,679	\$ 3,761,348	\$ 2,015,158	\$ 5,017,155	\$ 11,532,691
	Finance Costs				\$ 13,386,867	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 2,691	\$ 2,732	\$ 77,199
	Total				\$ 118,000,537	\$ 3,813,367	\$ 3,940,288	\$ 6,202,374	\$ 1,593,989	\$ 2,401,412	\$ 1,603,192	\$ 2,760,431	\$ 1,926,341	\$ 4,685,780	\$ 3,768,560	\$ 2,017,850	\$ 5,019,888	\$ 11,609,890
22B	Guideways-BART	\$ 7,373,824	0.46%		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157,338
	Programming				\$ 7,339,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 33,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157,338
	Total				\$ 7,373,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157,338
22M	Guideways-MUNI	\$ 293,478,186	5.34%		\$ 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	\$ 7,171,839	\$ 7,737,728	\$ 29,791,924
	Programming				\$ 277,769,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Finance Costs				\$ 15,661,579	\$ 1,207,736												

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	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			
22U	Guideways-Discretionary	\$ 36,658,438	6.17%	Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ 36,652,292	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Programming	\$ 344,634,866	\$ -	\$ 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	\$ 34,040,796	
Total	\$ 366,900,403	6.03%	Finance Costs	\$ 22,131,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,066		
			Total	\$ 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		
			Programming	\$ 978,029,821	\$ -	\$ 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	\$ 36,079,421	\$ 36,079,421	\$ 64,027,056	\$ 87,219,387		
TOTAL TRANSIT	\$ 1,088,552,636	9.98%	Finance Costs	\$ 108,620,201	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 7,213	\$ 2,691	\$ 2,732	\$ 97,265		
			Total	\$ 1,086,650,022	\$ -	\$ 7,983,963	\$ 6,898,503	\$ 16,882,920	\$ 20,441,035	\$ 9,894,677	\$ 17,291,456	\$ 16,758,016	\$ 14,732,245	\$ 16,194,266	\$ 24,909,361	\$ 36,082,112	\$ 36,082,112	\$ 64,029,788	\$ 87,316,652		
			Programming	\$ 1,611,662,273	\$ 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		
TOTAL TRANSIT	\$ 1,830,472,490	9.57%	Finance Costs	\$ 175,158,098	\$ -	\$ -	\$ 5,021	\$ 47,921	\$ 20,977	\$ 15,208	\$ 29,957	\$ 24,651	\$ 10,270	\$ 8,101	\$ 7,213	\$ 7,213	\$ 2,691	\$ 2,732	\$ 97,265		
			Total	\$ 1,786,820,371	\$ -	\$ 19,173,929	\$ 66,804,851	\$ 43,598,114	\$ 67,811,375	\$ 38,023,132	\$ 30,461,574	\$ 50,501,973	\$ 71,729,195	\$ 78,140,733	\$ 50,548,776	\$ 49,219,326	\$ 82,385,308	\$ 94,427,333	\$ 116,583,614		
			Programming	\$ 207,052,459	\$ -	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,120,622	\$ 9,669,170	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220		
23	Paratransit	\$ 241,529,805	14.25%	Finance Costs	\$ 34,421,517	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 90,797	\$ 132,202	\$ 877,601	
				Total	\$ 241,473,975	\$ -	\$ 19,811,294	\$ 10,335,001	\$ 10,102,070	\$ 9,894,347	\$ 8,647,324	\$ 8,153,835	\$ 8,798,455	\$ 7,884,864	\$ 10,280,090	\$ 9,849,307	\$ 10,283,807	\$ 9,604,826	\$ 10,508,820		
				Programming	\$ 207,052,459	\$ -	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,120,622	\$ 9,669,170	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220	
TOTAL PARATRANSIT	\$ 241,529,805	14.25%	Finance Costs	\$ 34,421,517	\$ -	\$ 471,294	\$ 665,001	\$ 432,070	\$ 224,347	\$ 174,545	\$ 346,952	\$ 331,260	\$ 160,426	\$ 159,468	\$ 180,137	\$ 90,797	\$ 90,797	\$ 132,202	\$ 877,601		
			Total	\$ 241,473,975	\$ -	\$ 19,811,294	\$ 10,335,001	\$ 10,102,070	\$ 9,894,347	\$ 8,647,324	\$ 8,153,835	\$ 8,798,455	\$ 7,884,864	\$ 10,280,090	\$ 9,849,307	\$ 10,283,807	\$ 9,604,826	\$ 10,508,820			
			Programming	\$ 207,052,459	\$ -	\$ -	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 9,670,000	\$ 8,472,779	\$ 7,806,883	\$ 8,467,195	\$ 7,724,438	\$ 10,120,622	\$ 9,669,170	\$ 10,193,010	\$ 9,472,624	\$ 9,631,220		
STREETS AND TRAFFIC SAFETY	Golden Gate Bridge South Access (Doyle Drive)	\$ 94,745,719	11.59%	Programming	\$ 69,842,746	\$ 70,000	\$ 4,740,679	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 14,893,392	\$ 9,421,800	\$ 3,067,026	\$ 2,150,768	\$ 2,150,768	\$ 1,801,240	\$ 21,626,900	\$ 839,862	\$ 154,880		
				Finance Costs	\$ 10,977,566	\$ -	\$ 458,997	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,484	\$ 105,587	\$ 92,061	\$ 91,657	\$ 92,413	\$ 92,413	\$ 121,637	\$ 701,665	
				Total	\$ 80,820,312	\$ 70,000	\$ 5,199,676	\$ 1,373,938	\$ 1,036,835	\$ 4,085,200	\$ 15,046,876	\$ 9,642,159	\$ 3,172,612	\$ 2,242,828	\$ 2,242,828	\$ 1,892,897	\$ 21,719,313	\$ 961,499	\$ 856,545		
25	Bernal Heights Street System Upgrading	\$ 2,552,000	0.00%	Programming	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 2,550,584	\$ -	\$ 370,800	\$ 927,000	\$ 556,200	\$ -	\$ -	\$ 373,779	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 37,731	\$ 214,815	\$ 244,853	\$ 58,634	\$ 533,683		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 17,943,584	\$ -	\$ -	\$ 68,069	\$ 50,000	\$ 34,718	\$ -	\$ 15,000	\$ 40,000	\$ 50,283	\$ 37,731	\$ 214,815	\$ 244,853	\$ 58,634	\$ 533,683		
28	Illinois Street Bridge	\$ 2,000,000	0.00%	Programming	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
29	Golden Gate Park/SRITraffic Study	\$ 239,257	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
30	Other Upgrades to Major Arterials	\$ 4,252,791	13.08%	Programming	\$ 3,562,193	\$ -	\$ -	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 143,527		
				Finance Costs	\$ 556,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 4,118,618	\$ -	\$ -	\$ 36,500	\$ -	\$ 87,093	\$ 95,867	\$ 100,761	\$ 197,660	\$ -	\$ -	\$ -	\$ -	\$ 273,497	\$ 172,603	\$ 143,527	
Total New and Upgraded Streets	\$ 124,162,488	0.71%	Programming	\$ 28,097,986	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 388,779	\$ 146,205	\$ 247,942	\$ 65,586	\$ 236,342	\$ 612,045	\$ 258,274	\$ 705,948			
			Finance Costs	\$ 881,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Total	\$ 28,979,949	\$ -	\$ 2,370,800	\$ 995,431	\$ 660,769	\$ 50,000	\$ 121,811	\$ 388,779	\$ 146,205	\$ 247,942	\$ 65,586	\$ 236,342	\$ 612,045	\$ 258,274	\$ 705,948			
31	New Signals and Signs	\$ 43,185,864	2.27%	Programming	\$ 42,200,105	\$ -	\$ 566,645	\$ 530,220	\$ 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		
				Finance Costs	\$ 981,390	\$ -	\$ -	\$ -	\$ -	\$ 865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 43,181,495	\$ -	\$ 566,645	\$ 530,220	\$ 1,407,953	\$ 2,434,873	\$ 719,816	\$ 215,254	\$ 1,079,669	\$ 1,306,666	\$ 300,177	\$ 1,894,315	\$ 1,243,575	\$ 849,899	\$ 1,590,297		
32	Advanced Technology and Information Systems (SFgo)	\$ 20,695,719	0.46%	Programming	\$ 20,599,491	\$ -	\$ 35,903	\$ 203,017	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695		
				Finance Costs	\$ 94,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 20,693,974	\$ -	\$ 35,903	\$ 203,017	\$ 10,669	\$ 867,193	\$ 1,351,845	\$ 211,811	\$ 207,552	\$ -	\$ -	\$ -	\$ 13,579	\$ 686,431	\$ 223,695		
33	Signals and Signs	\$ 105,153,392	0.76%	Programming	\$ 104,349,317	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,771,727	\$ 3,085,705	\$ 819,930	\$ 273,289	\$ 431,494	\$ 947,122	\$ 1,450,099	\$ 1,613,438	\$ 1,509,160	\$ 3,218,153	\$ 2,098,352		
				Finance Costs	\$ 795,361	\$ -	\$ -	\$ -	\$ 34,979	\$ 5,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 105,144,678	\$ -	\$ 22,025	\$ 3,848,671	\$ 4,806,706	\$ 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		
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 141,520,436	9.93%	Programming	\$ 127,444,514	\$ -	\$ 2,555,228	\$ 11,595,486	\$ 8,936,910	\$ 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		
				Finance Costs	\$ 14,049,865	\$ -	\$ -	\$ 480,906	\$ 771,784	\$ 546,489	\$ 288,760	\$ 184,733	\$ 315,892	\$ 261,341	\$ 106,278	\$ 90,425	\$ 75,875	\$ 24,986	\$ 23,960	\$ 133,582	
				Total	\$ 141,494,379	\$ -	\$ 2,555,228	\$ 12,076,393	\$ 9,708,694	\$ 9,245,478	\$ 2,437,237	\$ 2,150,887	\$ 2,539,339	\$ 2,474,415	\$ 1,247,415	\$ 3,270,713	\$ 1,032,243	\$ 1,988,140	\$ 4,074,308		

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		
35	Street Repair and Cleaning Equipment	\$ 27,275,283	0.01%	Programming \$ 27,270,886	-	\$ 795,000	\$ 533,625	\$ 575,081	\$ 329,589	\$ 158,381	\$ 410,333	\$ 407,092	\$ 585,648	\$ 1,419,294	\$ 518,037	\$ 796,074	\$ 1,370,004	\$ 628,818	\$ 1,548,514		
				Finance Costs \$ 3,375	-	\$ 3,375	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$ 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		
36	Embarcadero Roadway Incremental O&M	\$ 2,115,207	0.00%	Programming \$ 2,149,645	-	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	-	-	-	-	-	-	-	-	-	-	
				Finance Costs \$ -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Total \$ 2,149,645	-	\$ 500,000	\$ 477,000	\$ 436,998	\$ 394,000	\$ 341,647	-	-	-	-	-	-	-	-	-	-	-
37	Pedestrian and Bicycle Facility Maintenance	\$ 20,815,347	1.87%	Programming \$ 20,424,653	-	\$ 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		
				Finance Costs \$ 388,559	-	-	-	-	\$ 1,875	\$ 6,418	\$ 6,028	\$ 2,482	\$ 2,475	\$ 1,145	\$ 209	\$ 1,145	\$ 209	\$ 1,145	\$ 209		
				Total \$ 20,813,212	-	\$ 6,427	\$ 495,880	\$ 590,800	\$ 554,448	\$ 617,577	\$ 601,588	\$ 532,807	\$ 696,457	\$ 459,922	\$ 589,959	\$ 610,854	\$ 234,963				
38	Traffic Calming	\$ 72,734,087	9.39%	Programming \$ 65,890,489	-	\$ 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		
				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	-	\$ 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		
				Finance Costs \$ 3,730,647	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$ 32,964,370	-	\$ 302,872	\$ 326,497	\$ 536,091	\$ 576,622	\$ 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	-	\$ 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		
				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	-	\$ 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		
				Finance Costs \$ 14,091	-	\$ 14,091	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Total \$ 28,222,352	-	\$ 885,537	-	\$ 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	-	\$ 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		
				Finance Costs \$ 212,326	-	\$ 24,002	\$ 1,780	-	-	\$ 1,833	\$ 1,478	-	\$ 2,595	\$ 1,833	\$ 1,478	-	-	-	-		
				Total \$ 39,234,853	-	\$ 1,255,402	\$ 858,780	\$ 893,999	\$ 929,155	\$ 975,463	\$ 869,596	\$ 1,203,862	\$ 1,036,325	\$ 1,224,653	\$ 956,791	\$ 1,232,164	\$ 1,039,806	\$ 839,352	\$ 254,970		
TOTAL STREETS AND TRAFFIC SAFETY	Programming \$ 630,840,310	\$ 70,000	\$ 15,199,761	\$ 20,670,294	\$ 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						
	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	\$ 117,608	\$ 835,247						
	Total \$ 672,158,955	\$ 70,000	\$ 15,700,226	\$ 21,169,554	\$ 21,568,920	\$ 20,635,244	\$ 21,481,249	\$ 13,521,334	\$ 24,162,904	\$ 20,041,293	\$ 14,142,077	\$ 12,532,966	\$ 12,544,551	\$ 33,816,370	\$ 12,967,682	\$ 13,616,179					
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	Programming \$ 12,536,451	-	\$ 426,701	\$ 274,374	\$ 348,614	\$ 199,797	\$ 165,048	\$ 191,313	\$ 183,213	\$ 183,213	\$ 183,213	\$ 271,806	\$ 294,502	\$ 574,190	\$ 243,683	\$ 419,385	\$ 443,877	\$ 2,906			
	Finance Costs \$ 1,356,592	-	\$ 6,569	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	Total \$ 13,873,044	-	\$ 433,269	\$ 274,374	\$ 348,614	\$ 199,797	\$ 165,048	\$ 191,313	\$ 183,213	\$ 183,213	\$ 183,213	\$ 271,806	\$ 294,502	\$ 574,190	\$ 243,683	\$ 419,385	\$ 443,877	\$ 2,906			
43	Transportation Demand Management / Parking Management	\$ 13,876,898	9.63%	Programming \$ 18,739,580	-	\$ 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		
				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		
44	Transportation/Land Use Coordination	\$ 21,054,604	10.89%	Programming \$ 2,480,831,072	\$ 110,020	\$ 34,819,381	\$ 105,933,726	\$ 73,775,600	\$ 97,147,733	\$ 68,896,018	\$ 52,518,905	\$ 81,503,839	\$ 99,611,422	\$ 100,643,898	\$ 73,863,771	\$ 71,986,072	\$ 127,356,596	\$ 118,209,952	\$ 137,015,324		
				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	\$ 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		
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES	Programming \$ 31,276,031	-	\$ 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					
	Finance Costs \$ 3,629,512	-	\$ 6,569	-	-	-	-	-	-	-	-	-	-	-	-	-					
	Total \$ 34,905,543	-	\$ 452,259	\$ 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	Programming \$ 2,480,831,072	\$ 110,020	\$ 34,819,381	\$ 105,933,726	\$ 73,775,600	\$ 97,147,733	\$ 68,896,018	\$ 52,518,905	\$ 81,503,839	\$ 99,611,422	\$ 100,643,898	\$ 73,863,771	\$ 71,986,072	\$ 127,356,596	\$ 118,209,952	\$ 137,015,324					
	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	\$ 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
22	Guideways-Discretionary	\$ -	\$ -	\$ 269,788	\$ 225,348	\$ 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	\$ -	\$ -
	Total Guideways	\$ 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	\$ -
23	Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways)	\$ 676,989	\$ 999,568	\$ 1,652,590	\$ 1,655,922	\$ 1,592,785	\$ 1,918,016	\$ 1,756,667	\$ 1,714,721	\$ 1,690,219	\$ 1,677,486	\$ 1,688,814	\$ 1,761,400	\$ 1,792,699	\$ 1,533,819	\$ -	\$ -
		\$ 61,105,709	\$ 19,699,478	\$ 37,691,068	\$ 14,391,693	\$ 12,492,950	\$ 9,505,451	\$ 13,028,683	\$ 13,345,770	\$ 13,749,564	\$ 14,154,129	\$ 14,678,654	\$ 15,670,654	\$ 15,455,103	\$ 7,267,392	\$ 325,706	\$ -
	Total	\$ 163,742,768	\$ 85,196,699	\$ 78,948,539	\$ 43,398,737	\$ 65,003,371	\$ 67,870,256	\$ 22,332,745	\$ 12,856,223	\$ 13,317,950	\$ 14,028,257	\$ 14,674,203	\$ 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	\$ -	\$ -
		\$ 166,691,319	\$ 91,897,078	\$ 86,726,672	\$ 51,604,989	\$ 72,835,037	\$ 80,175,222	\$ 33,172,031	\$ 22,844,582	\$ 22,500,383	\$ 21,832,274	\$ 21,559,738	\$ 21,831,405	\$ 20,505,375	\$ 11,235,825	\$ 1,463,811	\$ -
	Total	\$ 227,572,611	\$ 102,266,349	\$ 96,275,823	\$ 57,084,238	\$ 68,820,308	\$ 71,957,727	\$ 33,060,609	\$ 14,634,481	\$ 15,205,452	\$ 15,224,061	\$ 15,510,947	\$ 16,553,381	\$ 16,224,788	\$ 8,156,563	\$ 2,622,905	\$ -
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	\$ 11,590,180	\$ 10,016,943	\$ 8,375,923	\$ 6,870,368	\$ 5,149,922	\$ 741,404	\$ 2,236,587
		\$ 234,172,043	\$ 115,014,513	\$ 109,572,921	\$ 70,710,367	\$ 81,733,458	\$ 90,386,540	\$ 49,060,158	\$ 29,154,707	\$ 28,292,441	\$ 26,814,240	\$ 25,527,890	\$ 24,929,303	\$ 23,095,156	\$ 13,306,485	\$ 3,364,309	\$ 2,236,587
	Total	\$ 11,085,642	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 4,350,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL 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	\$ -	\$ -
		\$ 12,247,316	\$ 12,514,365	\$ 12,442,745	\$ 12,265,455	\$ 12,400,633	\$ 13,309,062	\$ 13,284,792	\$ 7,342,307	\$ 2,707,564	\$ 2,417,922	\$ 2,119,419	\$ 1,825,236	\$ 1,413,359	\$ 1,029,760	\$ -	\$ -
	Total	\$ 13,409,010	\$ 14,560,710	\$ 14,417,480	\$ 14,267,898	\$ 14,607,656	\$ 16,505,114	\$ 16,576,578	\$ 10,338,857	\$ 5,415,128	\$ 5,235,846	\$ 4,537,341	\$ 3,650,472	\$ 2,826,715	\$ 2,039,520	\$ -	\$ -
STREETS AND TRAFFIC SAFETY																	
24	Golden Gate Bridge South Access (Doyle Drive)	\$ 3,891,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ -	\$ -	\$ -	\$ -
	Total	\$ 4,766,672	\$ 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	Bernal Heights Street System Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26	Great Highway Erosion Repair	\$ 737,533	\$ 975,681	\$ 129,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 35,644	\$ 34,565	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
	Total	\$ 737,533	\$ 1,011,325	\$ 164,125	\$ 31,764	\$ 29,587	\$ 36,343	\$ 31,193	\$ 28,161	\$ 25,200	\$ 22,147	\$ 18,948	\$ 15,611	\$ 10,958	\$ 5,417	\$ -	\$ -
27	Visitation Valley Watershed	\$ 1,261,665	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 1,261,665	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
28	Illinois Street Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Golden Gate Park/SRTTraffic Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30	Other Upgrades to Major Arterials	\$ 943,184	\$ 1,140,000	\$ 235,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 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	\$ 950,427	\$ 1,197,288	\$ 291,166	\$ 155,037	\$ 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		\$ 2,942,381	\$ 2,115,681	\$ 364,560	\$ 2,445,091	\$ 2,345,091	\$ 1,345,090	\$ 2,605,151	\$ 750,000	\$ 750,000	\$ 743,973	\$ 774,347	\$ 857,008	\$ 903,237	\$ 935,921	\$ 947,294	\$ -
		\$ 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	\$ 2,949,624	\$ 2,208,613	\$ 455,291	\$ 2,531,892	\$ 2,425,884	\$ 1,444,242	\$ 2,690,158	\$ 826,632	\$ 818,438	\$ 803,948	\$ 825,435	\$ 898,746	\$ 931,949	\$ 948,644	\$ 947,294	\$ -
31	New Signals and Signs	\$ 6,498,843	\$ 497,803	\$ 1,211,056	\$ 1,361,055	\$ 650,000	\$ 1,700,000	\$ 1,541,149	\$ 1,600,216	\$ 1,659,354	\$ 1,716,080	\$ 1,788,046	\$ 1,978,936	\$ 2,085,671	\$ 2,073,898	\$ 1,017,107	\$ -
		\$ 77,079	\$ 88,978	\$ 74,351	\$ 71,842	\$ 41,960	\$ 65,962	\$ 61,105	\$ 61,623	\$ 62,370	\$ 64,293	\$ 64,029	\$ 70,029	\$ 77,649	\$ 101,906	\$ -	\$ -
	Total	\$ 6,575,923	\$ 586,781	\$ 1,285,407	\$ 1,432,897	\$ 691,960	\$ 1,765,962	\$ 1,602,257	\$ 1,661,321	\$ 1,720,977	\$ 1,778,450	\$ 1,852,339	\$ 2,048,966	\$ 2,163,320	\$ 2,175,804	\$ 1,017,107	\$ -
Advanced Technology and Information Systems (Sfgo)		\$ 2,889,972	\$ 1,870,000	\$ 1,611,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,010,830	\$ 785,955	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ 859,616	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 2,889,972	\$ 1,870,000	\$ 1,611,167	\$ 689,716	\$ 715,736	\$ 742,061	\$ 1,010,830	\$ 785,955	\$ 812,694	\$ 845,482	\$ 881,177	\$ 976,798	\$ 1,031,136	\$ 1,065,454	\$ 859,616	\$ -
33	Signals and Signs	\$ 16,879,415	\$ 3,294,472	\$ 5,214,954	\$ 4,914,953	\$ 2,997,285	\$ 1,152,000	\$ 5,120,774	\$ 3,987,850	\$ 4,126,332	\$ 4,299,005	\$ 4,480,663	\$ 4,967,058	\$ 5,243,894	\$ 5,444,728	\$ 4,441,933	\$ -
		\$ -	\$ -	\$ 55,052	\$ 108,940	\$ 87,709	\$ -	\$ 48,110	\$ 47,467	\$ 47,119	\$ 47,513	\$ 49,009	\$ 53,866	\$ 60,892	\$ 88,536	\$ -	\$ -
	Total	\$ 16,879,415	\$ 3,294,472	\$ 5,270,006	\$ 5,023,893	\$ 3,084,994	\$ 1,152,000	\$ 5,168,884	\$ 4,035,317	\$ 4,173,452	\$ 4,346,518	\$ 4,529,672	\$ 5,020,925	\$ 5,304,785	\$ 5,533,263	\$ 4,441,933	\$ -
34	Street Resurfacing, Rehabilitation, and Maintenance	\$ 19,178,269	\$ 3,467,056	\$ 3,900,000	\$ 3,780,000	\$ 3,780,000	\$ 3,048,199	\$ 4,454,276	\$ 4,633,566	\$ 4,306,407	\$ 4,694,004	\$ 4,885,625	\$ 5,407,226	\$ 4,519,633	\$ -	\$ -	\$ -
		\$ 576,764	\$ 907,952	\$ 803,568	\$ 715,810	\$ 695,873	\$ 857,154	\$ 797,579	\$ 793,224	\$ 774,957	\$ 772,969	\$ 782,599	\$ 834,003	\$ 828,491	\$ 603,912	\$ -	\$ -
	Total	\$ 19,755,034	\$ 4,375,008	\$ 4,703,568	\$ 4,495,810	\$ 4,475,873	\$ 3,905,353	\$ 5,253,856	\$ 5,426,790	\$ 5,081,363	\$ 5,466,973	\$ 5,668,223	\$ 6,241,228	\$ 5,348,124	\$ 603,912	\$ -	\$ -

Update on the temporary closure of the Salesforce Transit Center

October 24, 2018



Isometric View – Fremont Street



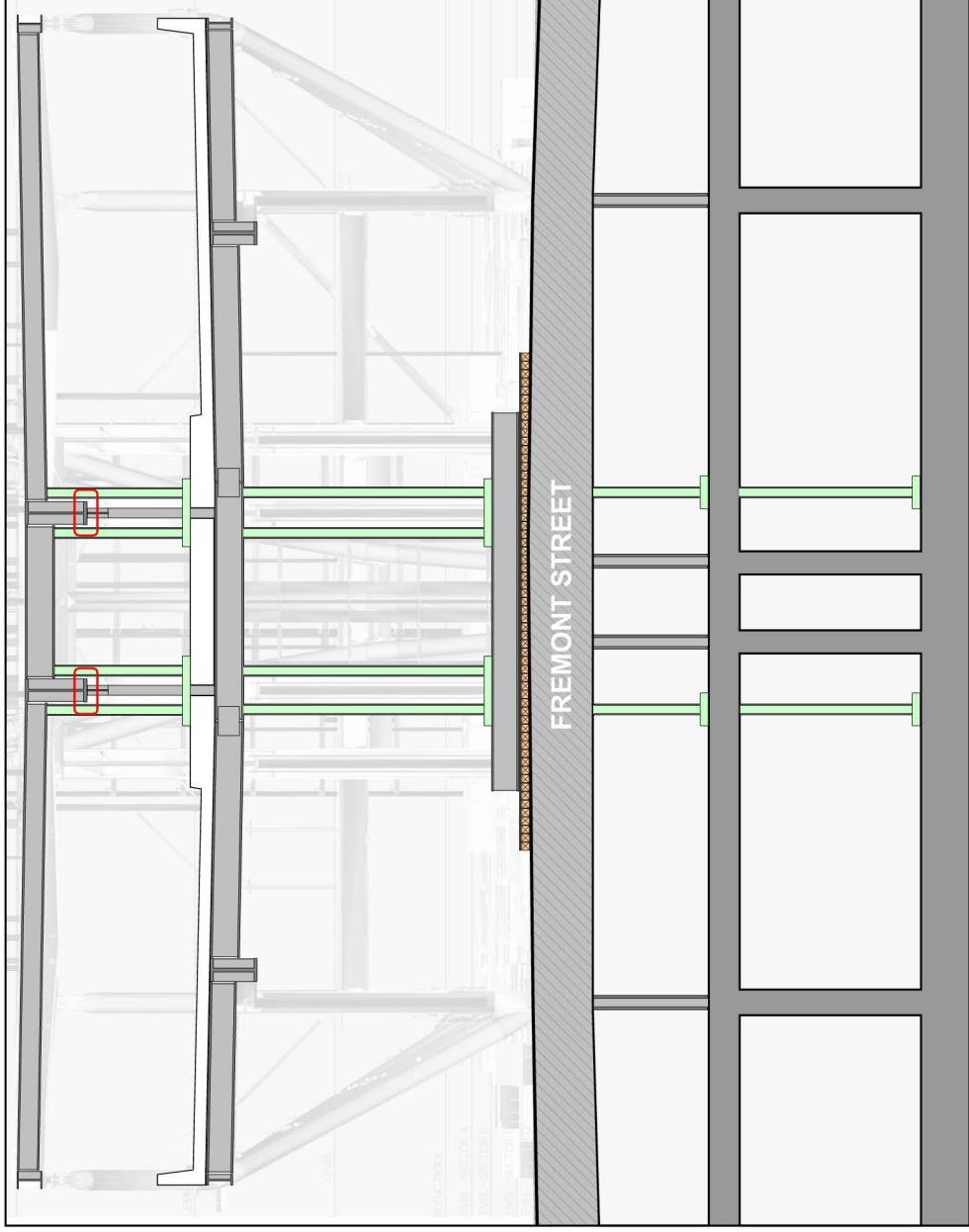
Hanger Beam



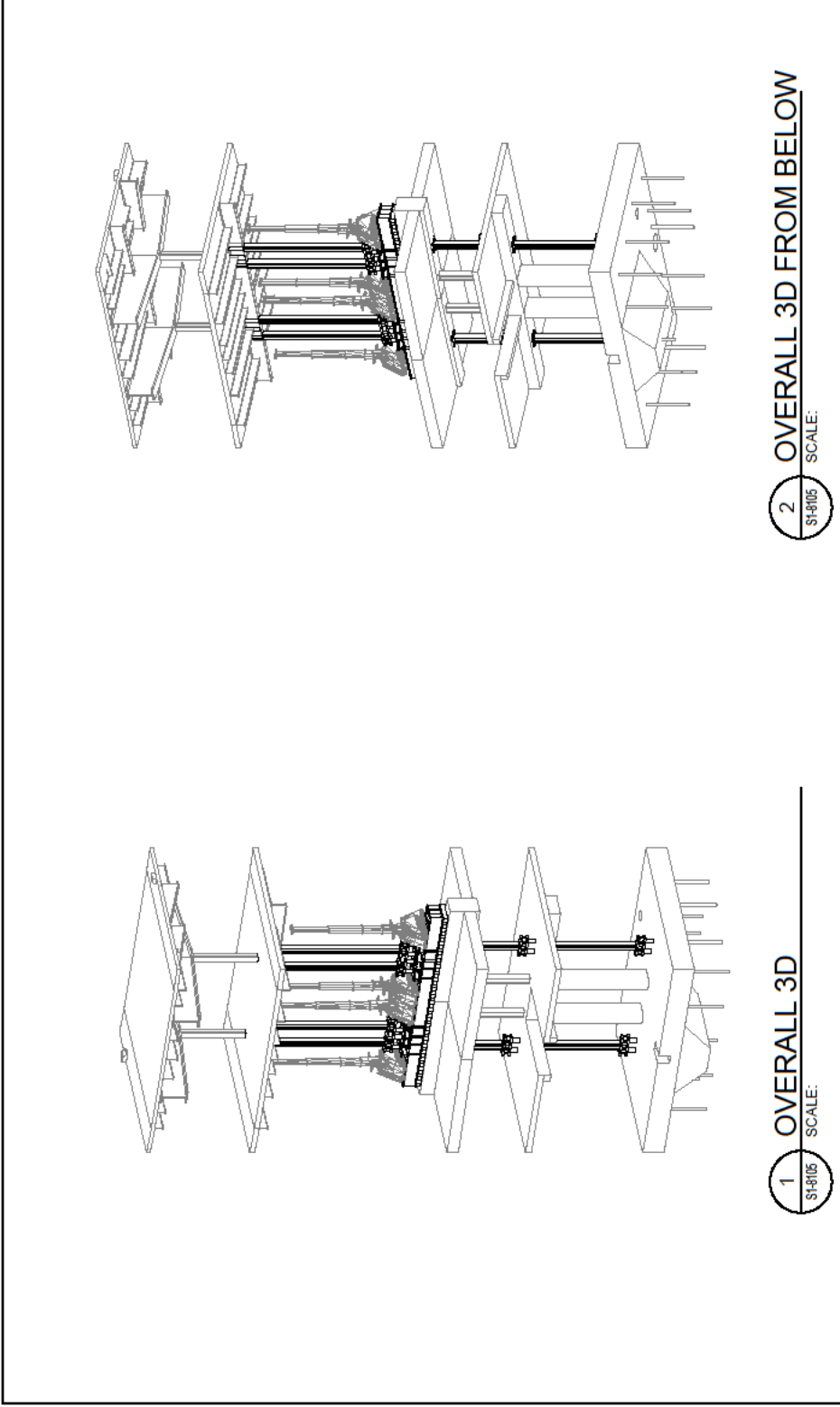
Fremont Street Temporary Support Initial Stabilization Removed - Phase 1



Fremont Street Temporary Support Schematic – Phase 2



Fremont Street Temporary Support Schematic – Phase 2



1 OVERALL 3D
S1-8105 SCALE: _____

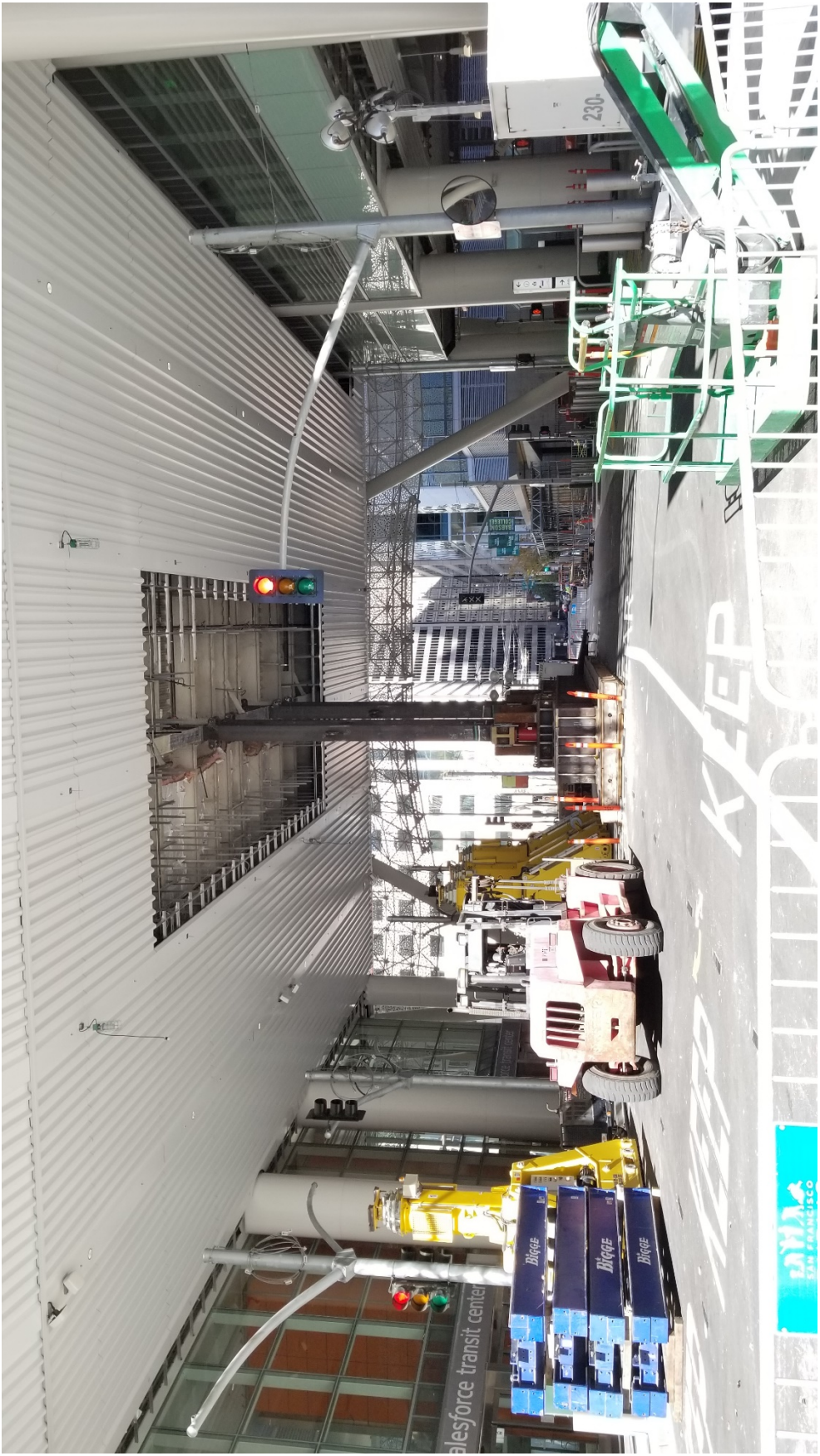
2 OVERALL 3D FROM BELOW
S1-8105 SCALE: _____

Transbay, Tennessee 307 Wilson Blvd., Suite 4150 Los Angeles, CA 90017-2078 T 213.580.2500 F 213.680.7201	OVERALL 3D VIEW		DRAWING NUMBER
	TRANSBAY TRANSIT CENTER		S1-8105
PROJECT NUMBER: SSB510.00	DATE: _____	SCALE: _____	DATE: _____

Fremont Street Temporary Support Phase 2 (Ground Level)



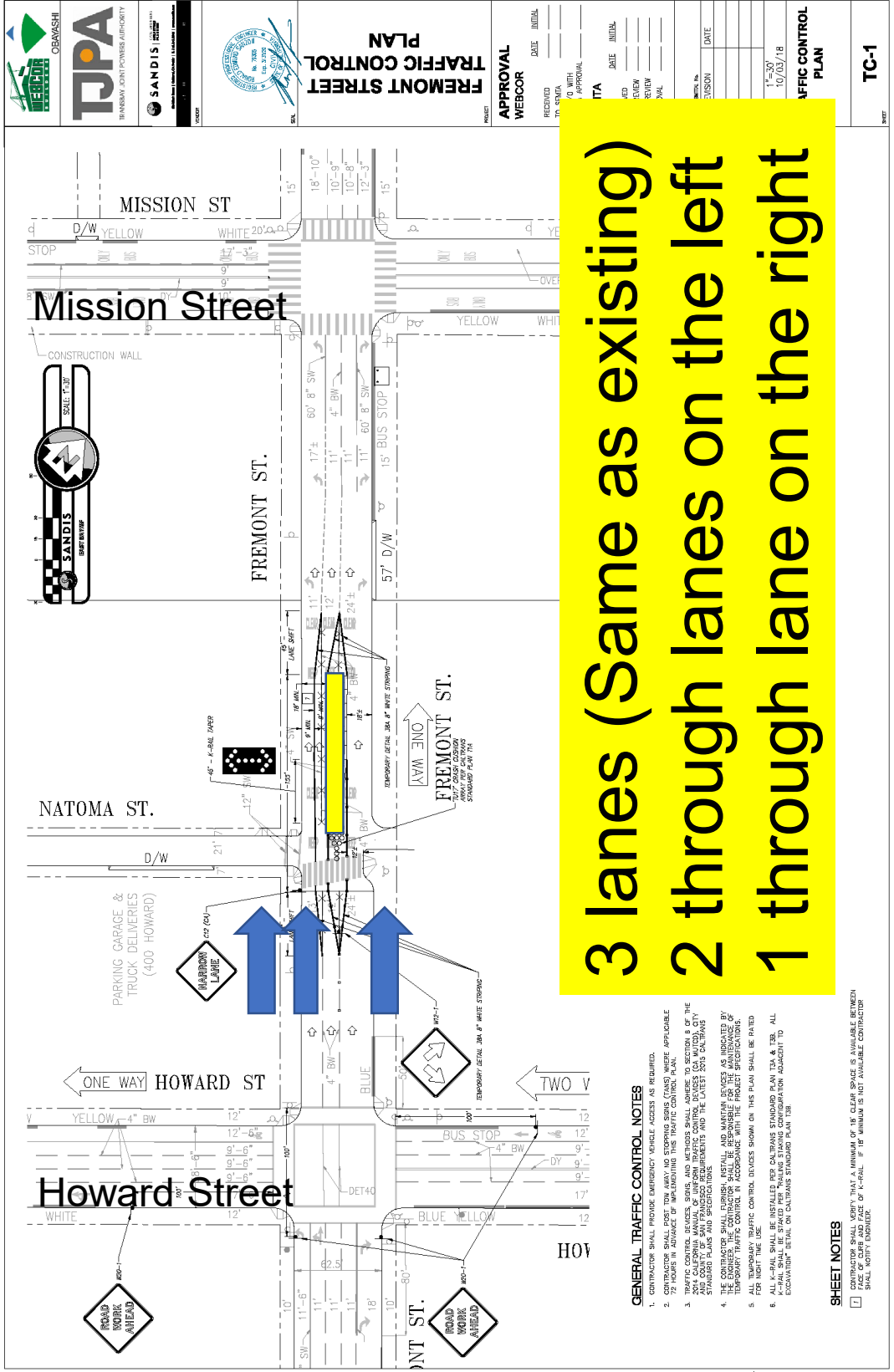
Fremont Street Temporary Support Phase 2 (Ground Level)



Fremont Street Temporary Support Phase 2 (Bus Deck Level)



Fremont Street Temporary Support Traffic Control Plan

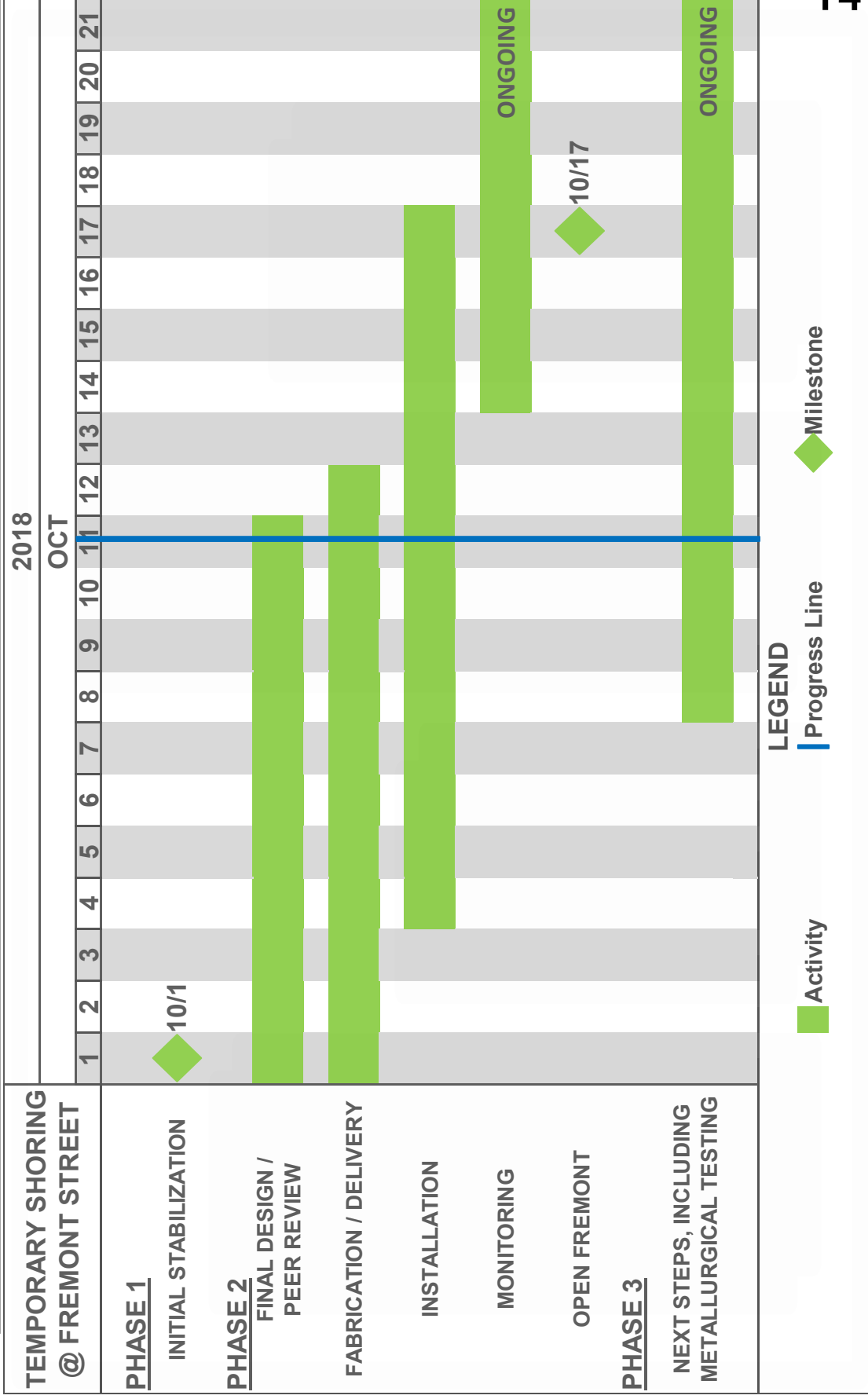


3 lanes (Same as existing)
 2 through lanes on the left
 1 through lane on the right

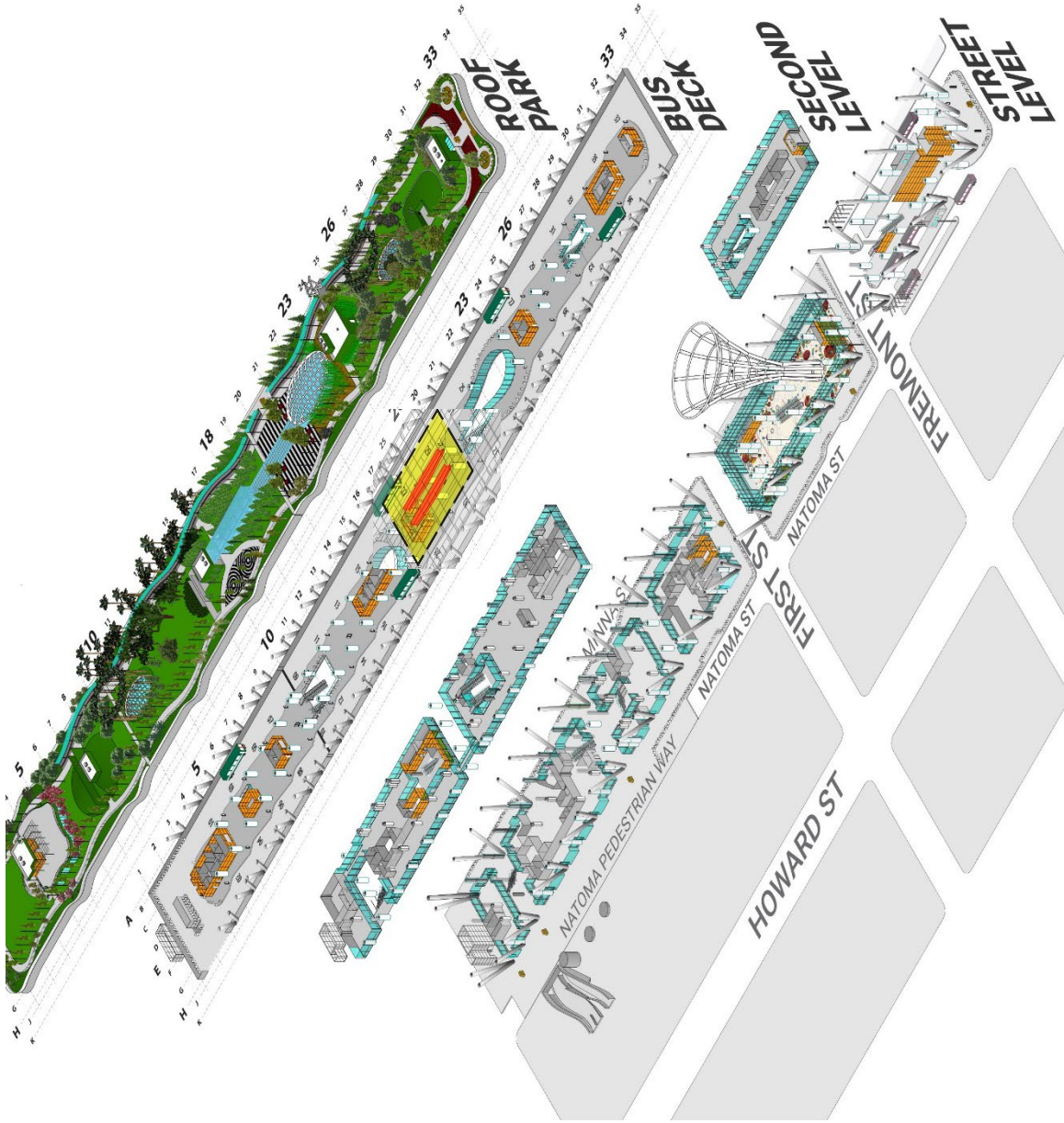
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Fremont Street Schedule



Isometric View – First Street



First Street Temporary Support Preparation



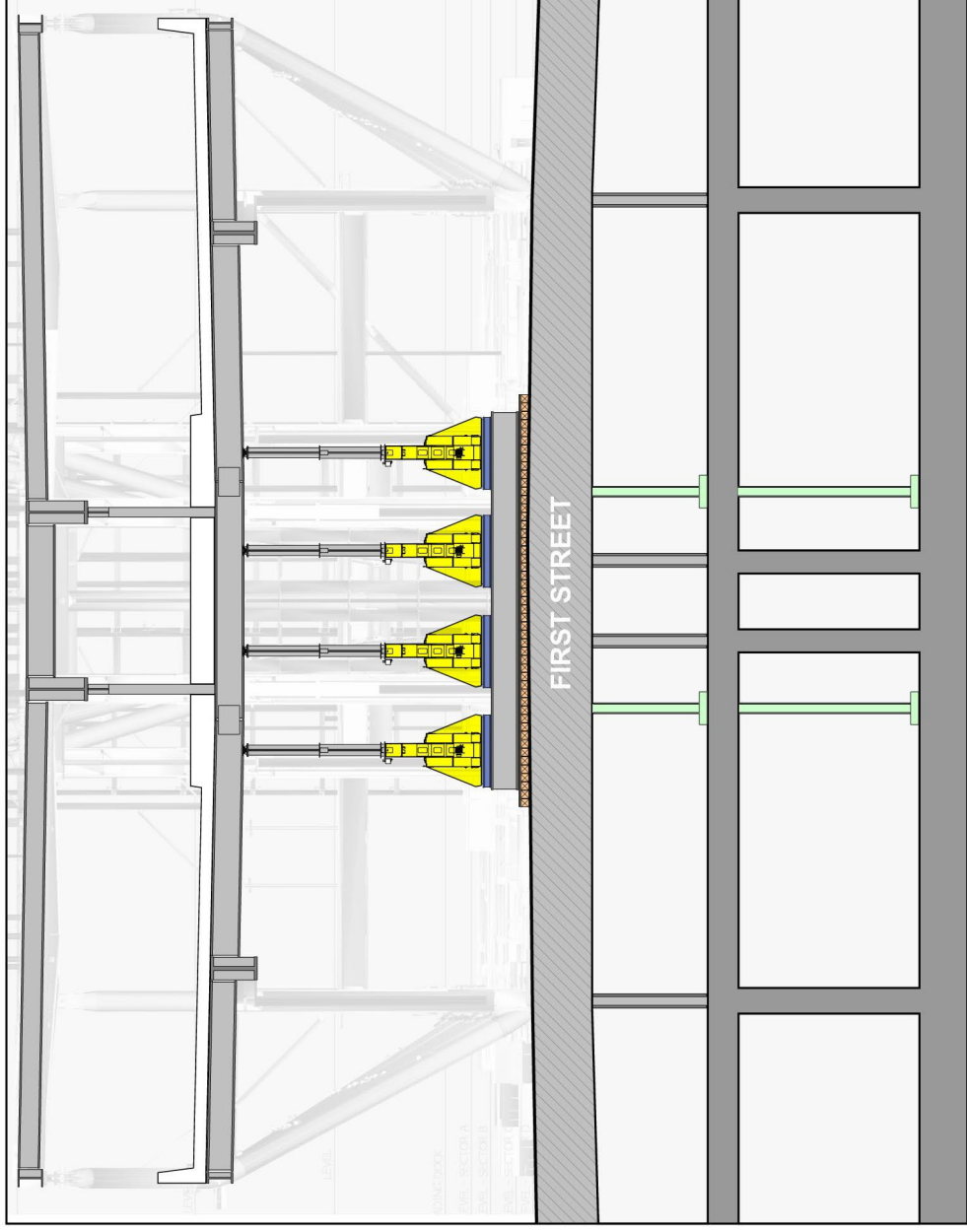
First Street Temporary Support Gantry Jacks installed



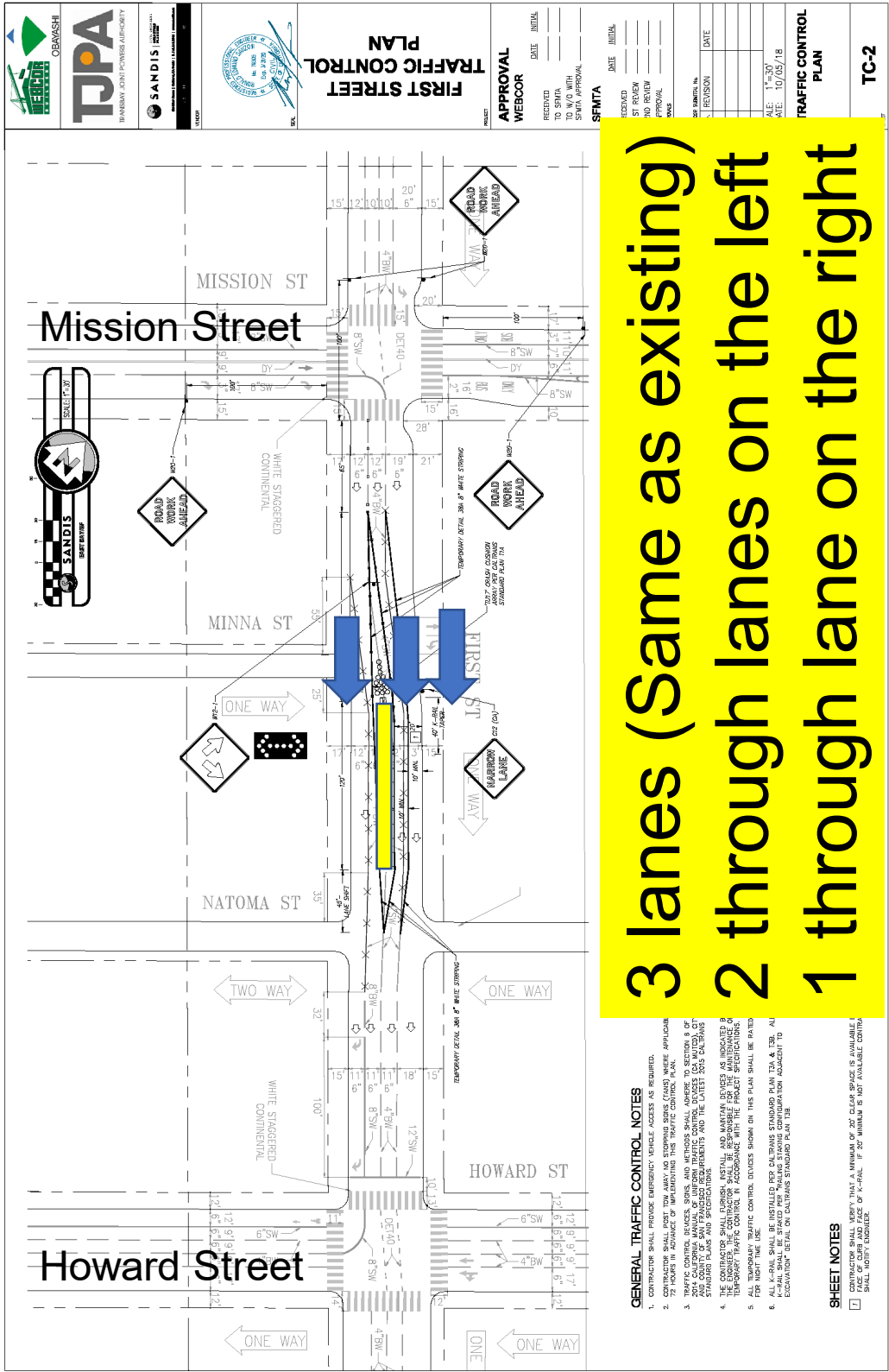
First Street Temporary Supports and Traffic Control installed



First Street Temporary Support Schematic



First Street Temporary Support Traffic Control Plan



3 lanes (Same as existing)
2 through lanes on the left
1 through lane on the right

GENERAL TRAFFIC CONTROL NOTES

1. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC ACCESS AS REQUIRED.
2. CONTRACTOR SHALL ADVISE SANDIS IN ADVANCE OF THE TRAFFIC CONTROL PLAN.
3. TRAFFIC CONTROL DEVICES, SIGNS, AND METHODS SHALL ADHERE TO SECTION 8 OF THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, LATEST EDITION, AND THE LATEST COUNTY OF SAN JOAQUIN DEPARTMENTAL AND THE LATEST LOCAL ORDINANCE STANDARD PLANS AND SPECIFICATIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL TEMPORARY TRAFFIC CONTROL DEVICES THROUGHOUT THE PROJECT DURATION. FOR INFORMATION USE ONLY.
5. ALL K-RAIL SHALL BE INSTALLED PER CALTRANS STANDARD PLAN T3A & T3B. ALL K-RAIL SHALL BE STAKED PER NEVADA STAGING CONFIGURATION ADAPTED TO EQUIVALENT DETAIL ON OUTSTANDING STANDARD PLAN T3C.

SHEET NOTES

- CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 30' CLEAR SPACE IS AVAILABLE TO THE TRAFFIC CONTROL PLAN.
- K-RAIL IS NOT AVAILABLE. CONTRACTOR SHALL NOTIFY SANDIS.

FIRST STREET TRAFFIC CONTROL PLAN

APPROVAL WEBCOR

RECEIVED DATE INITIAL

TO SANDIS DATE INITIAL

BY SANDIS DATE APPROVAL

DATE INITIAL

REVISIONS

NO.	DATE	REVISION	DATE
1	11/20/18		
2	10/05/18		

SCALE: 1/32" = 1'-0"

A.E.: 11/20/18

M.E.: 10/05/18

TRAFFIC CONTROL PLAN

TC-2

IF THIS SHEET IS NOT 22"x34", IT IS A REDUCED PRINT - SCALE ACCORDINGLY.

Next Steps after Shoring Installation

- Sampling and Testing underway this week (2 weeks)
- Determine Cause/Design Potential Fixes
- MTC Peer Review of recommended fix
- Implement permanent fix
- Open the Facility
- Complete a 2nd Peer Review of the Facility

Oversight Update

- Proposed 2018 MTC Peer Review Panel
 - 6 members chosen last week
 - Complete review of permanent fix
 - Initial kickoff meeting, site visits and Non-Destructive Testing review occurred last week
- Structural and Seismic Review Committee (Peer Review) on original design and pertinent shop drawings

Original Structural and Seismic Review Committee Members

Loring Wyllie	–	Senior Principal, Degenkolb Structural Engineering
Mason Walters	–	Senior Principal, Forell/Elsesser Structural Engineering
Jack Moehle	–	Professor of Structural Engineering, UC Berkeley
Robin McGuire	–	Senior Principal, Lettis Consultants International, Inc.
Frieder Seible	–	Professor Emeritus Structural Engineering UCSD Jacobs School of Engineering
Jonathan Bray	–	Professor of Geotechnical Engineering, UC Berkeley Faculty Chair in Earthquake Engineering Excellence

MTC Peer Review Team

- **Structural Steel Design and Engineering Expertise**
- **Forensic Expertise**
- **Materials/Metallurgy Expertise**

QUALITY CONTROL/QUALITY ASSURANCE PROGRAM

Quality Control and Quality Assurance Best Practices include multiple lines of defense built into a robust Quality Control (QC) and Quality Assurance (QA) Program at each step of construction.

- Supplier
- Fabricator
- Installer / CMGC
- Owner

QUALITY CONTROL/QUALITY ASSURANCE PROGRAM

Quality Control

Steel Mill (Nucor & ArcelorMittal)

Fabrication (Herrick)

Installation (Skanska/WOJV)

Quality Assurance

Testing and inspection (ISI/TCCo)



Thank You





Memorandum

Date: October 18, 2018
To: Citizens Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 10/24/18 Citizens Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>This is an information item.</p> <p>SUMMARY</p> <p>This is the monthly progress report on the Van Ness Avenue Bus Rapid Transit (BRT) project requested by the CAC. The project incorporates a package of transportation improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$169.6 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects including installation of new overhead trolley contacts, traffic signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility upgrade work continues as the current critical activity. The project is approximately 28% complete. Peter Gabancho, SFMTA’s project manager, will present the update to the CAC on October 24.</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 checked="" 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.

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission’s Resolution 3434, and a Federal Transit Administration Small Starts program project.

The construction of the core Van Ness Avenue BRT project is combined with several parallel city-sponsored projects to help achieve cost efficiencies and reduce neighborhood and traveler inconvenience associated with construction. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting and poles replacement; SFgo traffic

signal replacement; sewer and water line replacement; and storm water “green infrastructure” installation.

Status and Key Activities.

Sewer and water upgrades continue on Van Ness Avenue, on the western side of Van Ness between McAllister and Mission streets, and the eastern side of Van Ness between Sutter and Jackson. Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. Temporary traffic control measures include channelizer traffic cones, variable message signs, and temporary restriping to direct traffic. Temporary bus stop platforms have also been installed as needed.

Where underground sewer and water upgrade work has been completed, Bauman Landscape and Construction is replacing sidewalks, parking strips, curbs and street base, as well as installing storm water bioretention infrastructure.

On the west side of Van Ness Avenue, Phoenix Electric continued to install joint-utility duct bank and Muni overhead infrastructure. Ranger Pipeline continues to upgrade the Auxiliary Water Supply System. They also are working on sewer connections at multiple intersections along Van Ness Avenue.

Project Schedule and Budget.

The project is approximately 28% complete, compared to 27% reported last month. The SFMTA expects the contractor to complete all major utility work by late 2019 at which point the pace of construction will likely increase. As previously reported, major construction is projected to finish at the end of 2020. The original late 2019 BRT service start date has been revised to early 2021 as shown in the attached schedule.

As of August 2018, core Van Ness Ave BRT project expenditures are approximately \$61.1 million of the total \$169.6 million.

Current Issues and Risks.

The project is currently more than a year behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utilities Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible. The construction team is using ground penetrating radar equipment with some success to assist in utility verification efforts. The SFMTA team is currently evaluating and negotiating claims submitted to date (totaling approximately \$24.4 million). They will provide an update at the CAC meeting with regards to status.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Conceptual Engineering + Environmental Studies*	■	■	■	■																																
2. Preliminary Engineering (CER)		■	■	■	■	■	■	■																												
3. Final Design																																				
4. Construction Manager-General Contractor (CMGC) Process																																				
5. Construction																																				
6. Revenue Operations Begin																																				

* Conceptual Engineering and Environmental Studies began in 2007 Key: Currently Scheduled Late Start since last report Late Finish since last report

Date: September 30, 2018



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Memorandum

Date: October 20, 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 and the Peninsula and South Bay. Introducing active 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 in 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, 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.

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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, 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, where travel times decrease by about two minutes. 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, 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, 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 to 4 minutes in the northbound direction in the evening and 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 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 among 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, multimodal traffic studies, and 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 San Mateo County Transportation Authority (SMCTA). The SMCTA is covering the costs associated with the portion of

Agenda Item 14

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 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 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.

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 to 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 Corridor Program, which names the U.S. 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 Metropolitan Transportation Commission.

FINANCIAL IMPACT

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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 proposed Fiscal Year 2017/18 Budget Amendment.

CAC POSITION

The CAC will consider this item at its October 24, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Alternatives Description and Analysis Result Details

Attachment 2 – Prop K/LPP Fund Swap Details

Attachment 3 – Freeway Corridor Management Study Phase 2 Draft Final Report

Attachment 1.

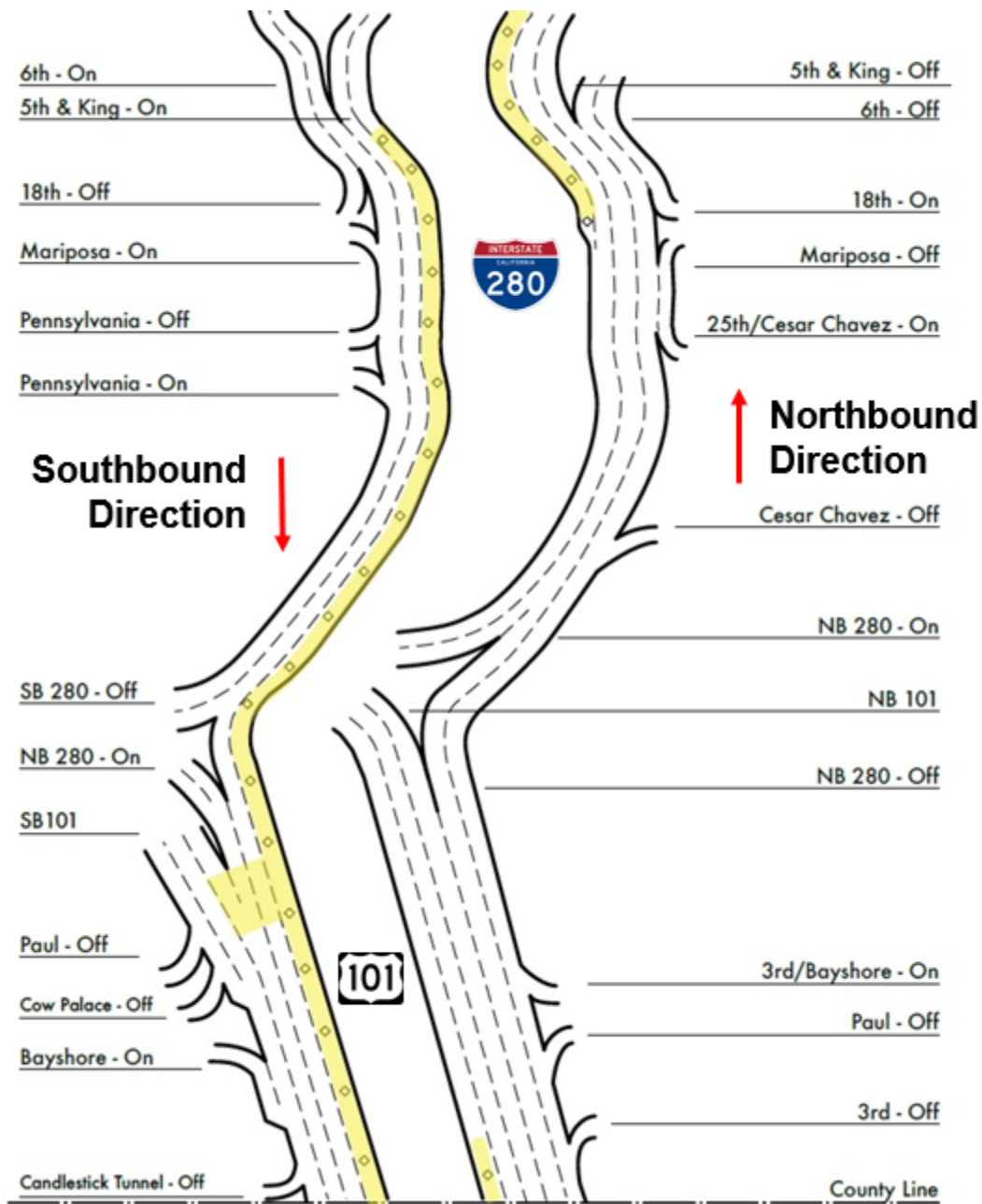
Alternatives:

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%

Attachment 2. 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.



FREEWAY CORRIDOR MANAGEMENT STUDY PHASE 2

DRAFT REPORT | OCTOBER 2018

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IMAGE

ACKNOWLEDGEMENTS

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PROJECT TEAM

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103

TEL 415.522.4800 FAX 415.522.4829

EMAIL info@sfcta.org WEB www.sfcta.org

Executive Summary

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1. Introduction

Congestion on San Francisco's freeways is bad and getting worse. The San Francisco County Transportation Authority's latest congestion monitoring data identifies that average speeds on San Francisco's most trafficked freeways, I-280 and US 101, have dropped each year since 2009. Delays and the lack of reliability inherent in travel on roadways that are at or over capacity results in lost time by all travelers that use the freeways, reduced business efficiency from slower deliveries, and environmental and livability impacts on surrounding neighborhoods from traffic diverted to local streets and increased pollution from stop and go traffic.

Looking ahead, travel is projected to continue to grow on major freeway corridors through 2040. Between San Francisco and San Mateo Counties alone, over 100,000 additional daily trips are forecast. Even if all of these trips were able to be accommodated by transit, which is unlikely, they would represent one full bus every two minutes between the two counties. Left unaddressed, congestion on the freeways and crowding on transit will continue to grow, exacerbating the delays, lack of reliability, and environmental impacts we see today.

1.1 PREVIOUS STUDIES

The 2013 Countywide Transportation Plan first identified the need for a comprehensive review of strategies to more effectively utilize San Francisco's existing freeway infrastructure, and included a recommendation to set a vision for managing the city's freeway network. Work

on this recommendation began in 2014, resulting in the adoption by the SFCTA board of the Freeway Corridor Management Study Phase 1 report in 2015. The Phase 1 report inventories potential strategies for increasing the efficiency and functionality of freeways to provide congestion relief along with proposing a set of goals by which these improvements should be evaluated. These goals are summarized below and detailed in Appendix A:

- **Move people efficiently:** We need to get more travelers to their destinations as quickly and reliably as possible in the existing freeway footprint.
- **Increase trip reliability:** More reliable travel times will help everyone, from parents picking up their children from school to commuters who need to get to work on time.
- **Enhance travel choices:** Better transit and incentives to carpool give commuters convenient new travel options.
- **Contribute to a regional network:** San Francisco's freeway management strategies will be coordinated with similar projects in San Mateo and across the region.
- **Reduce emissions:** Moving more people in the same or fewer vehicles will help achieve our climate goals as our population grows.
- **Support community well-being:** We must ensure that any changes to freeway operations support equity and safety in nearby neighborhoods.

San Mateo County Transportation Authority

The San Mateo County Transportation Authority is currently seeking environmental clearance for a project that proposes to build an express lane in both directions on US-101 in San Mateo County. The express lanes would connect with existing carpool lanes which would be converted into express lanes themselves, creating new continuous express lanes that extend from I-380 in San Bruno to San Antonio Road in Mountain View.

See <http://www.dot.ca.gov/d4/101managedlanes/> for more details.

1.2 FREEWAY CORRIDOR MANAGEMENT STUDY PHASE 2

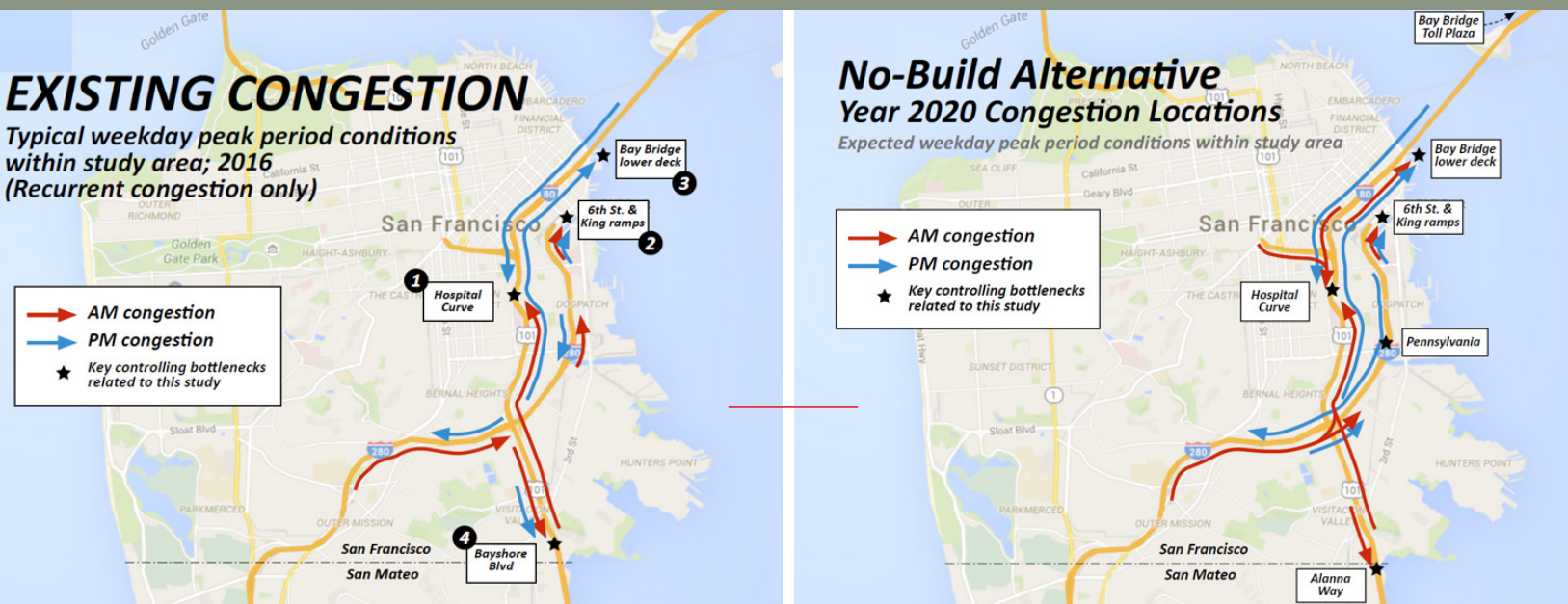
This study, the Freeway Corridor Management Study Phase 2, aims to identify low impact, short-term, quickly implementable improvements to travel that will help bridge the gap between today and the next ten to fifteen years, when major investments such as the electrification of Caltrain and its extension to the Salesforce Transit Center are expected to be complete. This study was led by the goals of the Phase 1 report, and focuses on strategies that move more people in the same or fewer number of vehicles, and within the same footprint of today's freeways.

Without any changes to the current operation of the freeways in San Francisco, buses and carpools will continue to be stuck in the same traffic as all other vehicles, providing travelers with no incentive to ride transit or carpool. San Francisco, along with Napa, are the only two counties in the nine-county Bay Area that do not provide any preferential treatment for transit or carpools on its freeways. Given this, of the strategies identified in Phase 1, the study team for Phase 2 (including project partners at the San Francisco Municipal Transit Agency, Caltrans, the San Mateo County Transportation Authority, and the San Mateo City/County Association of Governments) quickly focused on identifying and providing a feasibility-level analysis of options for extending managed lanes, broadly referred to as any lanes on a freeway set aside from general-purpose lanes, either by

occupancy requirements, pricing or access limitations (i.e. carpool or HOV and/or "Express" or HOT lanes), from their current planned endpoint near San Francisco International Airport to Downtown San Francisco.

This focus is also in alignment with state legislation (SB 1), and priorities established by the governor's office, which both identified US 101 as a high priority corridor for implementing multi-jurisdictional solutions to congestion.

The results of this study represent an early understanding and recommendation on the feasibility of managed lane projects that could be implemented in the near-term without significant new construction. Like all feasibility studies, this analysis is intended to provide a high-level investigation into the viability of proposed concepts. The level of detail generated at this stage is commensurate with the best data currently available and the understanding that more comprehensive and detailed multi-modal analyses need to be conducted in subsequent development phases of the project, including further alternative development and scoping, traffic analysis, environmental review, and final design. The intent at this stage is to develop conceptual alternatives that can achieve the project's goals, and to provide a preliminary assessment of their feasibility from both physical and operational perspectives.



2. Constraining the Problem

The project team conducted a review of the operational policies and physical geometry of the freeway network in order to identify opportunities to quickly address congestion with improvements that require minimal capital investment. See the figures below for existing congestion and bottlenecks within the study area in the year 2016 as well as projected congestion and bottlenecks in future year 2020.

US 101 quickly came to the forefront as the corridor of interest due to its significant congestion during peak periods and the potential interface with the San Mateo 101 express lanes project. Furthermore, the heavy congestion in both commute directions between Silicon Valley and San Francisco prompted a call from the Governor's office for a continuous managed lane facility from San Jose to downtown San Francisco. In response to this call, the project team quickly evaluated but ultimately rejected a route that would allow a driver to bypass congestion from the end of the San Mateo Managed Lanes Project at I-380 all the way through San Francisco and on to the San Francisco-Oakland Bay Bridge. While the concept has obvious appeal, closer study quickly revealed several operational and geometric constraints that pointed to significant challenges to accomplish any proposed project of this kind on the US 101 north of the US 101/I-280 interchange. These included:

- Exits from both the right and left side of the facility that made it impossible to convert the existing left lane to a carpool or express lane.

- Only one of the existing lanes is continuous from the county line to the bridge.
- Existing supports for the northbound connector from I-280 to US 101 straddle the three-lane cross-section of US 101 at the interchange, meaning that widening that portion of the freeway would require reconstructing the entire connector.
- An additional physical constraint exists at the portion known as 'Hospital Curve'. The freeway is cut into a slope and any spot widening would be extremely costly and likely involve significant impacts to adjacent neighborhoods and environmental resources.
- The Metropolitan Transportation Commission has jurisdiction over I-80 east of the Fifth Street off-ramp, so any potential project would need to be studied in close partnership with that agency to properly assess the regional traffic and environmental impacts.

Despite the strong need for congestion relief on US 101 north of the US 101/I-280 interchange, the factors above led the team to determine that this segment did not meet the standard for short-term, low-cost improvements that could be constructed at minimal cost. The question of how to bypass congestion on US 101 north of the US 101/I-280 interchange and on the approach to the Bay Bridge must still be addressed, and will be advanced in future studies including ConnectSF, San Francisco's ongoing long-range transportation planning effort.

ConnectSF



ConnectSF is a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system as part of the update to San Francisco's long-range transportation plan. ConnectSF will define a 50-year vision of San Francisco's future, including potential changes to the streets and freeways networks as well as transit corridors.

For more information, please visit
<https://connectsf.org>.

Attention then turned to I-280 northbound from the interchange to its terminus at 5th and King Streets near AT&T Park and the Caltrain station. I-280 between the US 101/I-280 interchange is a newer freeway with lower traffic volumes than US 101, and has the potential to be restriped to provide a carpool or express lane without significant impacts on existing traffic. A project from the county line to 5th and King would be a solution focused on the Peninsula to San Francisco commute, which directly addresses the goals of this study.

In addition to the physical characteristics, the study team focused on understanding the current operations of both the US 101 and I-280 freeways - where and when is congestion present, what delay does it create, and what is its cause? These performance characteristics are described in full in the FCMS Existing Conditions Report, and summarized in the graphics above. This portion of the study included a review of traffic conditions in northern San Mateo county as well, resulting in coordination with the San Mateo County Transportation Authority and C/CAG to identify congestion and address ways to fill a gap between the end of San Mateo's Managed Lane project at I-380 and the San Francisco/San Mateo county line.

Taken as a whole, the opportunities to advance the creation of a regional network by partnering with San Mateo county, along with the operational challenges and physical constraints of the freeways, resulted in a recommendation of the study team to advance a project with limits from I-380, up US 101 to the US 101/I-280 interchange and then east and north on I-280 to 5th and King.

Why Not Widening?

As opportunities to address congestion within the project limits took shape, the team began to outline the set of potential solutions for analysis in the Study. In line with existing San Francisco policy meant to discourage personal car use and protect San Francisco's neighborhoods, designs that included significant expansion of freeway capacity were not advanced.

POLICY 3.1 OF THE TRANSPORTATION ELEMENT IN THE SAN FRANCISCO GENERAL PLAN READS:

"The existing capacity of the bridges, highways and freeways entering the city should not be increased for single-occupant vehicles, and should be reduced where possible. Changes, retrofits or replacements to existing bridges and highways should include dedicated priority for high-occupancy vehicles and transit, and all bridges should feature access for bicyclists and pedestrians."

POLICY 3.2 READS:

"New elevated and surface freeways should bypass or terminate outside San Francisco, rather than pass through the city."

IMAGE
of any of the policy explanations?

AND POLICY 18.3:

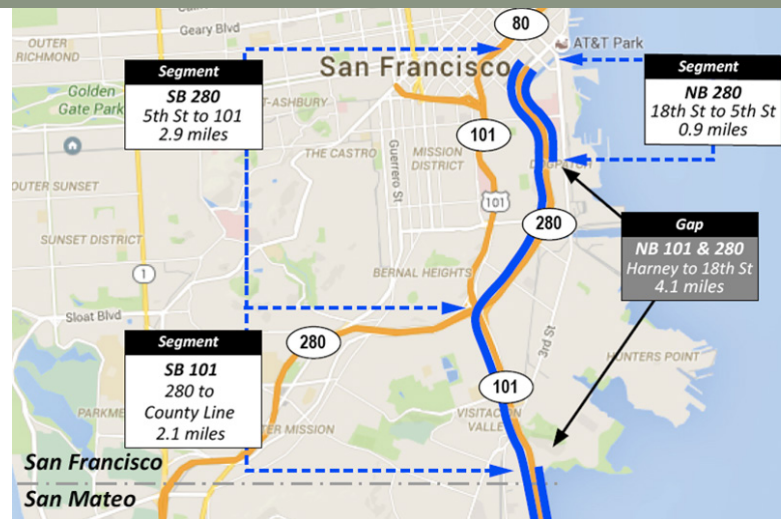
"The existing single-occupant vehicular capacity of the bridges, highways and freeways entering the city should not be increased and should be reduced if needed to increase the capacity for high-occupancy vehicles, transit and other alternative means of commuting, and for the safe and efficient movement of freight trucks. Changes, retrofits, or replacements to existing bridges and highways should include dedicated priority for high-occupancy vehicles and transit, and all bridges, where feasible, should feature access for bicyclists and pedestrians."

3. Study Alternatives

To develop managed lane alternatives to evaluate through the identified goals and performance metrics, the study team reviewed the physical and operational characteristics of San Francisco’s freeways along with policy and legal constraints, as described in the previous section. As a result of this review, in addition to and in service of the study goals, a few key guidelines emerged for the purposes of this study:

- **Potential for quick implementation:** The study team sought to develop alternatives that would not require extensive construction and could leverage the existing configuration of the freeways. This priority is also in line with San Francisco’s other adopted priorities to limit freeway construction and to prioritize investments in transit.
- **Focus on travel to/from Downtown San Francisco & Eastern Neighborhoods:** Significant growth is expected in both downtown San Francisco and the City’s Eastern and Southeastern neighborhoods. By improving options on freeways that serve these growing areas, more travel choices can be made available.
- **No expansion of freeway capacity:** San Francisco’s general plan calls for no freeway expansion in San Francisco, instead recommending the provision of bus and carpool priority lanes. Expansion of freeways also carries the potential for substantial negative impacts on neighborhoods adjacent to freeways, many of which are Communities of Concern.
- **Increase in person throughput while minimizing impact on traffic:** The study team prioritized opportunities to provide travel time savings and reliability increases for transit and carpools while minimizing the impact on other vehicles. Primarily, this meant identifying freeway segments that are not critically congested today but may become so without intervention in the future, such as I-280 between US 101 and Downtown.

Using the study goals and the guidelines described above, the team focused on a single potential managed lane project configuration with three options for operational strategies. This alternative is detailed below.



3.1 PHYSICAL CONFIGURATION:

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, or in other words, converting an existing general purpose lane into a managed lane. 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 in San Francisco proper. This extension would be the northern end of a 65-mile managed lane from Morgan Hill south of San Jose to San Francisco.

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.

3.2 OPERATIONAL CONFIGURATIONS:

The physical configuration of the lane described above could be implemented with a variety of operational policies, including both traditional carpool (HOV) and Express Lanes (HOT). When considering a traditional carpool policy, the lanes could have minimum occupancy requirements of either two or three persons, consistent with other carpool lanes in the Bay Area.

The study team also explored whether price management, in the form of Express 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, carpools, and other vehicles in the lane faster travel time and reliability

without adding significant delay to the remaining general-purpose lanes. While eligible carpools and buses would access the lane at no cost, the price to enter for non-carpools would be determined by demand, thus ensuring that all available capacity in the lane would be used without becoming congested, and therefore keeping traffic in the lane moving at 45mph.

To test the feasibility of both carpool and Express Lane options, the study team developed operational alternatives around three themes, plus one no-build future scenario:

- 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+).

All three build alternatives included projected increases in transit service utilizing the lane, which were developed in coordination with Muni and SamTrans. These changes included both routing modifications for existing routes like the 8BX, implementation of planned routes like the Hunter's Point and Candlestick Express services, and incorporation of the preliminary results of SamTrans's 101 Express Bus study. The details of this analysis are described in the following section.

What are HOT/ Express Lanes, and who can use them?

Traditional high-occupancy vehicle (HOV) lanes require passenger vehicles to have a minimum number of passengers. "HOT" lanes is short for "high-occupancy toll" lanes. HOT lanes are HOV lanes that allow vehicles that don't meet occupancy requirements to pay a toll to use the lane, while transit and carpools continue to use the lane for free. Variable pricing is used to manage the lane so that reliable performance is maintained at all times, and transit and carpools are prioritized over vehicles that might pay to use the lanes - if the lane is full of buses and carpools, then the system would not even allow other drivers to pay the toll to enter, restricting the lane only to high occupancy vehicles.

HOT lanes have been implemented around the Bay Area and throughout the United States, and have proven to be more efficient than traditional HOV lanes. While communities may call them by different names, such as Express Lanes, the basic operation is the same—HOT lanes encourage carpooling and other transit alternatives while offering vehicles that do not meet standard occupancy requirements another option.

4. Alternatives Analysis

The purpose of the study is to assess the overall performance of the proposed carpool or express lane alternatives to determine whether any of the options should be recommended to move forward in the planning and project development process. As a result, the analysis was a high-level assessment of future peak hour conditions to provide insight on the expected operations to establish overall feasibility of the alternatives. The level of detail and accuracy was commensurate with the data and forecasts available, and should be considered a precursor to more detailed studies (involving refined forecasts and microsimulation traffic analyses) that must be conducted during subsequent project development phases.

The physical configuration detailed above was analyzed at a high-level for performance across four potential operational policies in the near term (2020), as noted in the previous section:

- 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+).

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, serving both new and existing residents. Improved SamTrans service is based on the early findings of the in-progress US 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.

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. Appendix C contains additional details about the analysis methodology and approach.

What about private commuter shuttles?

Private commuter shuttles, taken together, would represent the Bay Area’s seventh largest transit agency by passengers served, and play a significant role in travel in the US 101 corridor. While SFMTA collects data about shuttle routes and stops within San Francisco, it is difficult to estimate what changes may occur to these networks in response to changes on the freeways. For the purpose of this analysis, the project staff rerouted private buses to the carpool or express lane where they would achieve time savings over their current routes and considered their presence in person throughput calculations, but otherwise did not evaluate any changes to ridership or frequency of any private shuttles.

IMAGE?

5. Analysis Results

5.1 FREEWAY OPERATIONS

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. In 2020, in all of the operational scenarios being considered (HOV2+, HOV3+, HOT3+), the analysis indicates that the Managed Lane will be uncongested and offer a time savings advantage compared to the general purpose lanes, and thus provide an incentive to rideshare or use transit. However, there are tradeoffs in how this incentive is achieved:

- In portions of the corridor where the Managed Lane is created by converting an existing lane, the magnitude to which general purpose lane users will experience increased delays will directly correspond to how many vehicles use the Managed Lane - the more vehicles being moved in the managed lane, the fewer vehicles remain to congest the general purpose lanes. The HOV3+ option has the lowest Managed Lane usage, and thus has the greatest increase in general purpose lane delay, up to an additional 13 minutes (in the southbound evening peak hour).

- The HOV2+ option has the highest use of the Managed Lane and thus the least effect on the general purpose lanes. However, the HOV2+ option has the least potential for growth in carpools as the current level of 2 person or more carpools on the corridor would fill the lane on opening day, and is also not compatible with San Mateo's US 101 Managed Lane's proposed operations requiring a 3 person or more occupancy. This could cause adverse operational impacts and enforcement challenges with going from 3+ to 2+.
- In some locations where a Managed Lane is created by utilizing the freeway shoulder and retaining the existing number of general purpose lanes (i.e. northbound 280 north of Mariposa), travel times in the general purpose lanes will decrease slightly as vehicles leave the general purpose lanes to utilize the managed lane.

Picking the best option amongst the operating policies is a balancing act, including weighing time savings incentives, opportunities to increase ridesharing, and the impact on the general purpose lanes. Based on this feasibility level analysis, the HOT3+ option strikes the best balance among these factors. Changes in travel time and person throughput for each scenario are detailed below, and projected congestion is shown in **Tables 1 and 2** on the next page.

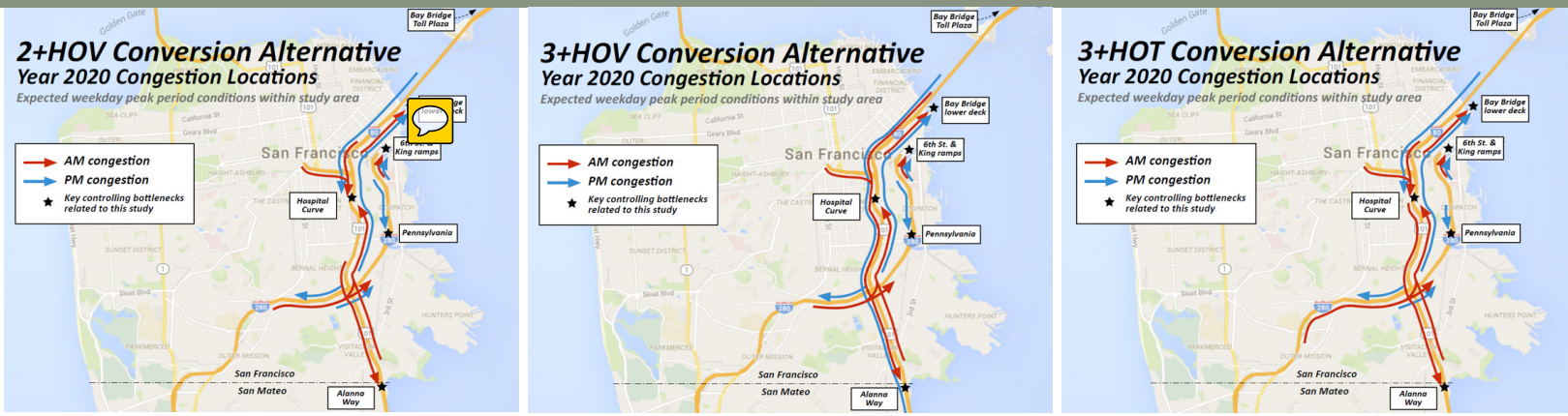


TABLE 1 - CHANGES IN TRAVEL TIME BY SCENARIO

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 - CHANGES IN PERSON THROUGHPUT BY SCENARIO

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 18th Street on-ramp and 6th 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 18th Street off-ramp and 18th 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%

5.2 LOCAL STREET INTERFACE

The analysis also conducted a sensitivity analysis on the potential for traffic to divert to local streets when faced with the slightly increased travel times found in this study. The study team initially identified local streets including Bayshore Boulevard, 3rd Street, Alemany Boulevard, Potrero Avenue, and Monterey Avenue as routes where special attention must be paid to potential increases in traffic as a result of the proposed alternatives, and ultimately developed an analysis that would test for increases in volumes on all local streets. The results of this analysis, conducted using SF-CHAMP, showed that under both the HOV2+ and HOT3+ scenarios, no additional traffic was anticipated on any of these or other corridors. Under the HOV3+ scenario, some potential diversions were identified, the largest of which are:

- Southbound Third Street: Up to 90 additional vehicles in the peak hour, with greatest increases in the blocks leading toward Cesar Chavez Street and in the Bayview between Evans Avenue and Oakdale Avenue
- Eastbound Cesar Chavez Street: About 60 more vehicles in the peak hour approaching I-280
- Southbound South Van Ness and Southbound Potrero Avenue: Both streets see about 30 more vehicles per hour in the Mission

As a result of the degradation in travel times and person throughput, along with the potential for local street diversions in the HOV3+ scenario, the study team does not recommend that this operational scenario advance to future phases of project development and evaluation.

5.3 OTHER PERFORMANCE FACTORS

Though the HOV2+ scenario initially appeared to be the most promising in a 2020 timeframe based on the results of the travel time and person throughput analyses, a more detailed investigation into the results provides reason to not advance this operational policy at this time. At numerous segments, the traffic analysis shows that the HOV2+ lane would be at capacity - 1,650 vehicles per hour - in 2020, assuming no “cheaters”, or vehicles with only one passenger, use the lane. Given that the average occupancy violation rate on Bay Area carpool lanes is approximately 20%, the study team has significant concern that an HOV2+ lane would ultimately not be able to provide the travel time savings shown in this analysis. The Transportation Authority board also expressed a preference to ensure that the lanes were not merely being used

by TNCs (e.g., Uber and Lyft) that included only a driver and one passenger, which were not reflected in the travel demand modeling work and would also have the potential to add additional vehicles to the lane.

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 I-880, CA 237, and US 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 US 101 as far north as I-380 is also 3+ occupancy to travel at no cost. Adopting a different occupancy policy along a single corridor or connected facility would create significant driver confusion, traffic operations, and occupancy enforcement difficulties.

As a result of these additional factors, the study team does not recommend that the HOV2+ scenario advance to future phases of project development and evaluation as a preferred alternative.

5.4 CONCLUSIONS

After review of the evaluation of the three operational alternatives, the results indicate that a lane conversion alternative operating under either an HOT3+ could advance the goals of this study and warrant more detailed evaluation in subsequent study phases. HOV3+ creates substantial additional congestion in the corridor, reduces person throughput, and should not advance to further study as a preferred alternative. HOV2+ is inconsistent with regional and corridor policy and will likely not achieve the outcomes calculated by the travel demand model in real-world conditions, and should also not advance to further study as a preferred alternative.

IMAGE
of community outreach

IMAGE
of community outreach

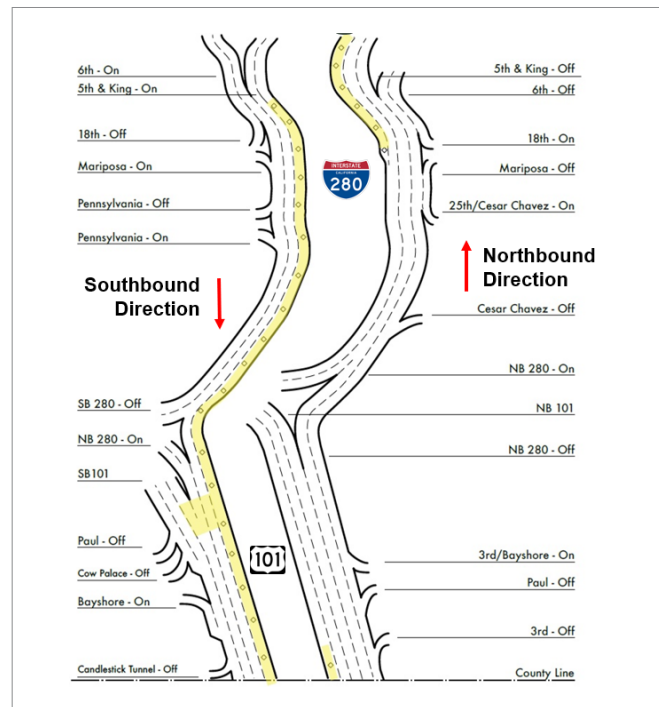
6. Outreach

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. Feedback from outreach conducted to date has been generally neutral to positive, with most participants agreeing with the need for and goals of the study. Many people had specific questions about the proposed physical configuration and some expressed early support or skepticism. Nearly all emphasized the importance of questions of equity and transparency: which travelers would benefit from this project, who would pay, and how would money generated from any Express Lane alternative be spent.

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. While the scope of this study limits the extent that each major theme can be addressed, project staff have committed to advancing more detailed analyses and conversations around equity in pricing, detailed multimodal traffic studies, and additional improvements to transit as priorities should the study move into subsequent phases of environmental review and design.

7. Recommendations & Next Steps

The study team recommends that the Transportation Authority advance project development and evaluation for a lane conversion, HOT3+ operational policy management strategy for the US 101 and I-280 freeways in San Francisco. A detailed physical configuration of this alternative is shown below.



Additional project development steps include a robust equity analysis rooted in both technical work and engagement that reflects the needs of the community, a detailed review of full-day multimodal traffic operations and performance on both the freeway and local streets (particularly in the vicinity of the touchdown location in San Francisco), the inclusion of other system and demand management strategies, and further consideration of strategies to maximize transit utilization of the Express Lane in conjunction with Muni, SamTrans, and others. Possible multimodal system and demand management strategies that could be considered in order to maximize the performance of both the managed lane itself as well as the entire corridor include:

- Adaptive Ramp Metering
- Interchange/Connector Metering
- Variable Speed Control (Enforceable)
- Enhanced Incident Detection (Cameras, Video, Detectors, etc.)
- Enhanced Incident Response (Freeway Service Patrol, Call Boxes, etc.)
- Enhanced CHP Enforcement
- Park & Ride Facilities, including Private Shuttles
- Traveler Information and Signage for Mode Shift (Transit), Shared Ride & Parking Availability
- Signal Coordination
- Transit Service Enhancements
- Bus-only Ramps and/or Lanes
- Transit Signal Priority
- Bike/Ped Connectivity (especially to Transit or Shared Rides)

From a project design and environmental review standpoint, the next phase of advancing the concept identified here would be for the Transportation Authority enter into a Cooperative Agreement with Caltrans to develop a Project Initiation Document (PID), required for any changes or improvements on the state highway system. A Project Study Report-Project Development Support (PSR-PDS) is the recommended project initiation document that will provide a key opportunity for Caltrans and regional and local agencies to achieve consensus on the purpose & need, scope, and schedule of the project and its environmental review. The purpose for using the PSR-PDS document is to

gain approval for project studies to move into the Project Approval and Environmental Document (PA&ED) phase.

[\[Further Steps Roadmap - PID/Env timeline graphic\]](#)

In addition to the PID document, successful implementation of a managed lane, particularly one created by the conversion of existing capacity, will involve significant interagency coordination on a variety of policies and legislative actions. For example:

- The status of the legal framework around conversion of a lane to an Express Lane will need to be confirmed and will potentially require changes to state legislation and/or the development of interagency agreements with FHWA (reference: connecticut doc?).
- Strategies to maximize the occupancy of vehicles in the corridor and encourage usage of the lane by transit and carpools to the fullest extent will need to be considered and developed. San Francisco, San Mateo, and Santa Clara Counties, with Caltrans, MTC, and CalSTA are currently beginning this process through the 101 Mobility Action Plan, which will develop recommendations for policies and programs to encourage carpooling and transit in the corridor in a future where a continuous managed lane is available.
- Evaluation of the impacts of any priced scenario on low-income commuters, and the development of programs to address these impacts, is critical to the project's success. The SFCTA is in process of developing a detailed investigation into the profile of drivers to, from, and within San Francisco to gain a better understanding about who might be impacted by projects such as Express Lanes.

Further study is recommended for these and other policy considerations in parallel with the Caltrans project development and environmental review process. Information developed and reviewed during this study will create an important foundation for subsequent studies and detailed understanding of the operations and impact of any managed lane in the corridor.

TNCs & Congestion

Agenda Item 15



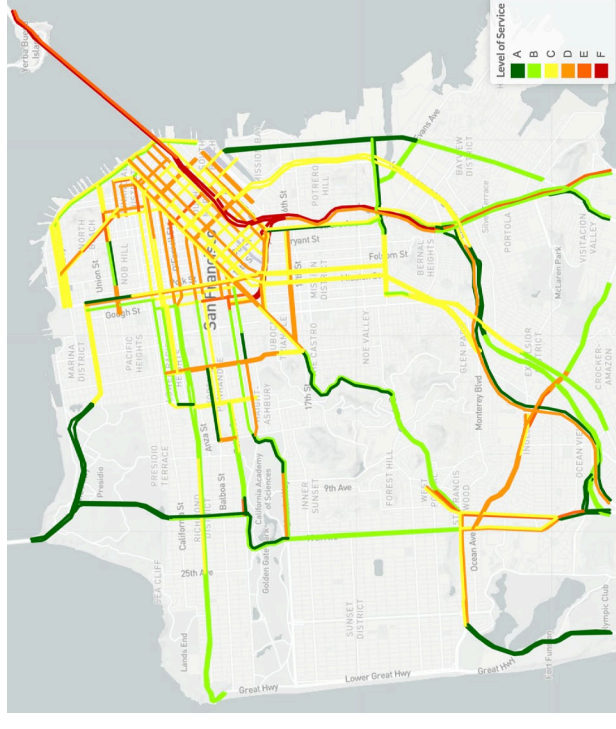
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

October 24, 2018

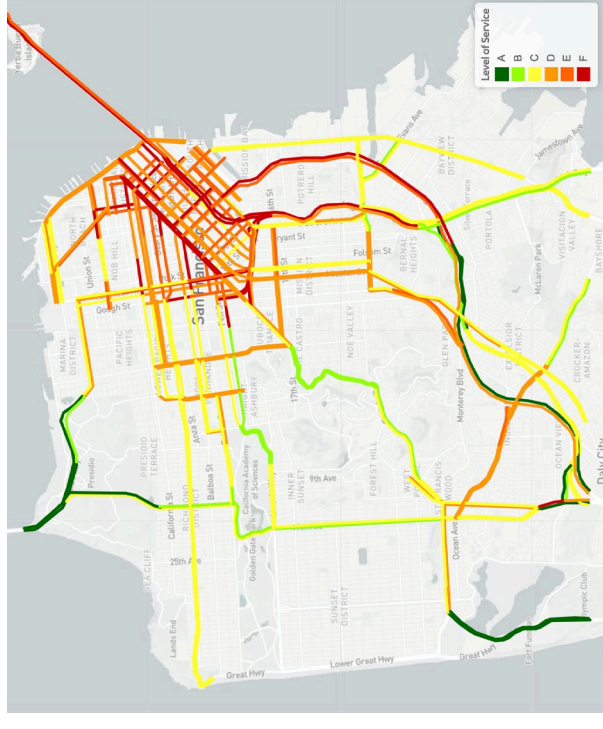
TNCs & Congestion

- Do TNCs affect roadway congestion in San Francisco?
- Report Contents
 - Measures of congestion
 - Factors that affect congestion
 - Data for quantifying changes in congestion
 - Methods for linking changes in congestion to factors
 - Contributions of factors to changes in SF congestion

2009 PM PEAK LEVEL-OF-SERVICE



2017 PM PEAK LEVEL-OF-SERVICE

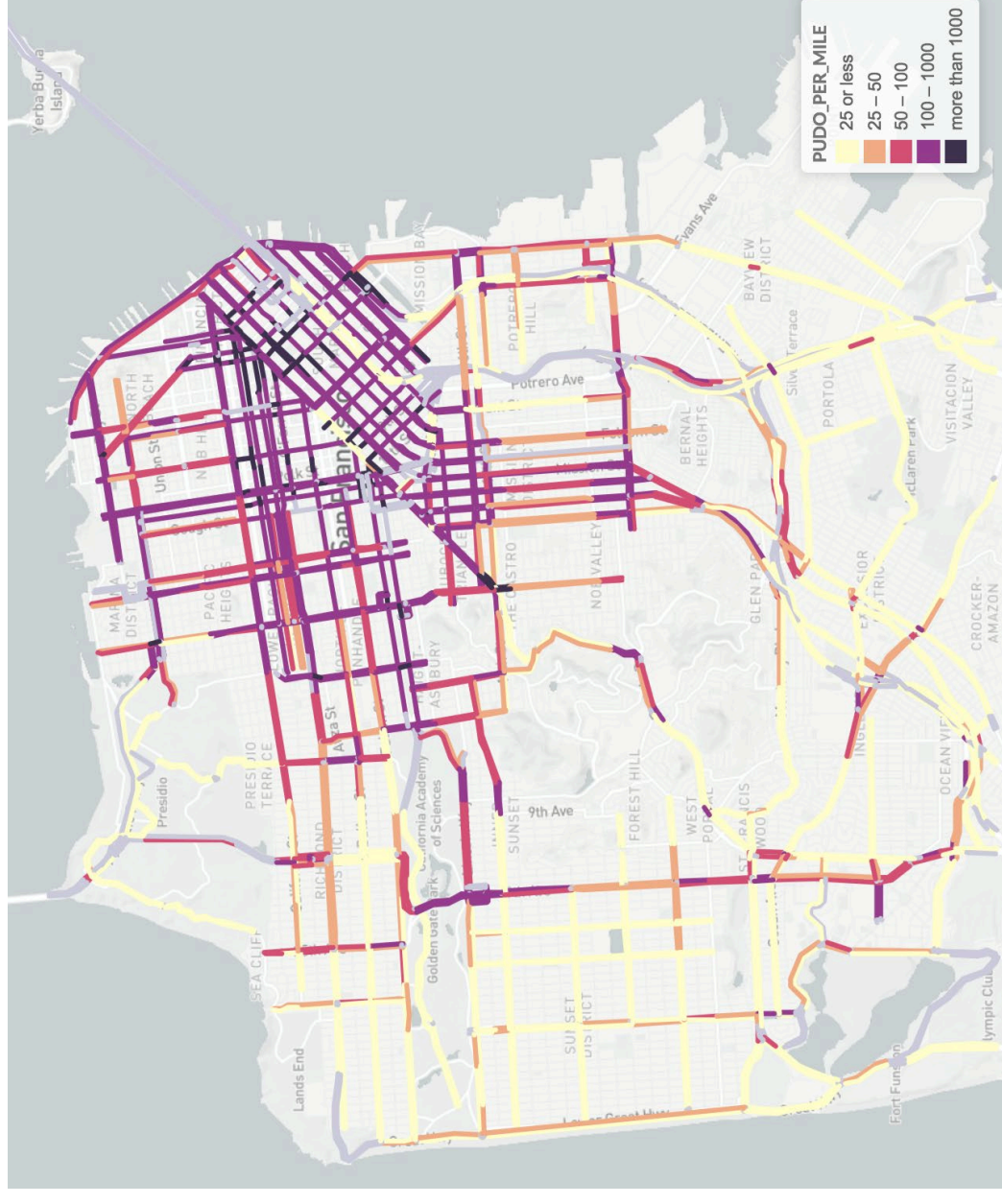


Factors that Affect Congestion

- How could TNCs decrease congestion?
 - Increased **vehicle occupancy**
 - Mode **shift to transit** due to easier access (first/last mile)
 - Mode **shift away from auto** due to reduced auto ownership
- How could TNCs increase congestion?
 - Add “dead head” or **out-of-service vehicle miles**
 - Mode **shift away from transit and non-motorized** modes
 - **Disrupt traffic flow** due to pickups and drop-offs
- **Background traffic and roadway performance**
 - **Network** changes (increases or decreases in roadway capacity)
 - **Population** changes
 - **Employment** changes
- **Other**

- Congestion (INRIX)
 - Nov / Dec 2010 & 2016
 - 1400 “TMCs” (segments) in SF
 - Speeds, imputed volumes
- TNCs
 - Nov / Dec 2016
 - In-service and out-of-service volumes
 - Pick up and drop off locations
- Background traffic (CHAMP)
 - 2010, 2016 (adjusted from 2015)
 - All streets in SF
 - Volumes, imputed speeds

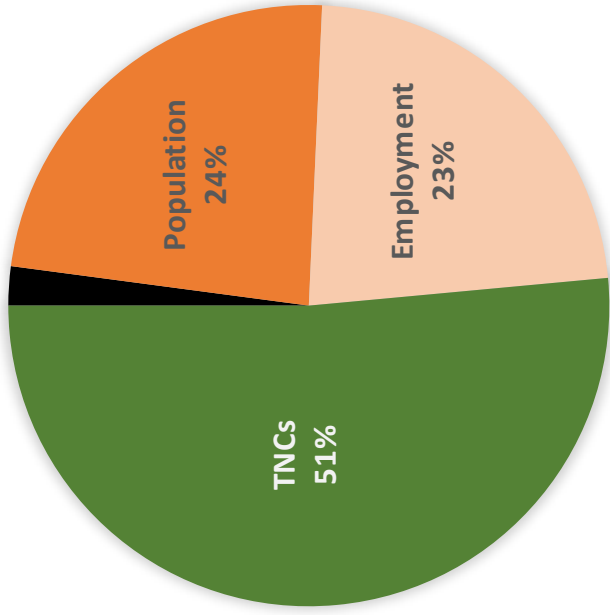
TNCs Pickup/Dropoff per Mile



Causes of Changes in Congestion (2010-2016)

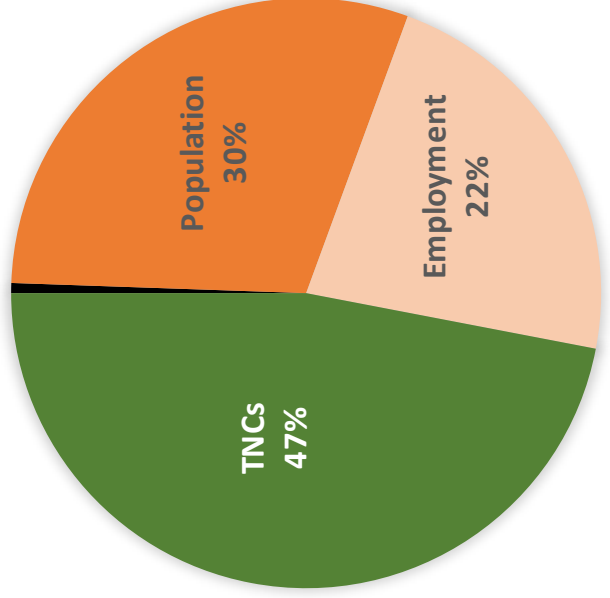
SHARE OF CHANGE IN DELAY BY FACTOR

Network
2%



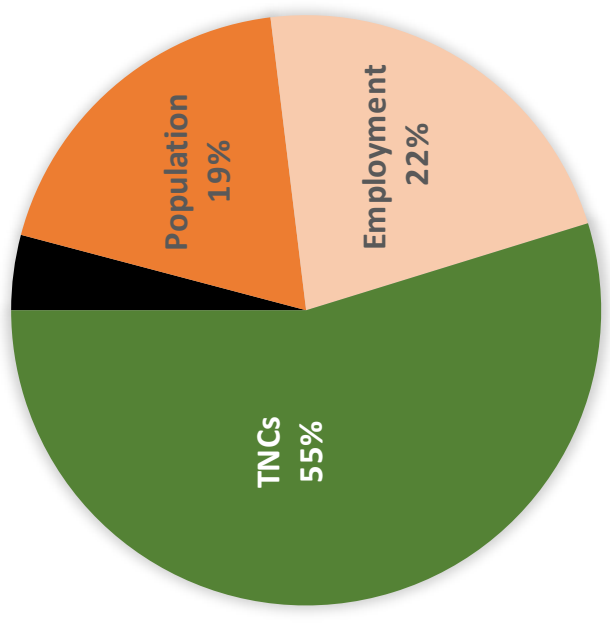
SHARE OF CHANGE IN VMT BY FACTOR

Network
1%



SHARE OF CHANGE IN SPEED BY FACTOR

Network
4%



Factors Affecting Hours of Delay by Time Period

SHARE OF CHANGE IN HOURS OF DELAY BY FACTOR



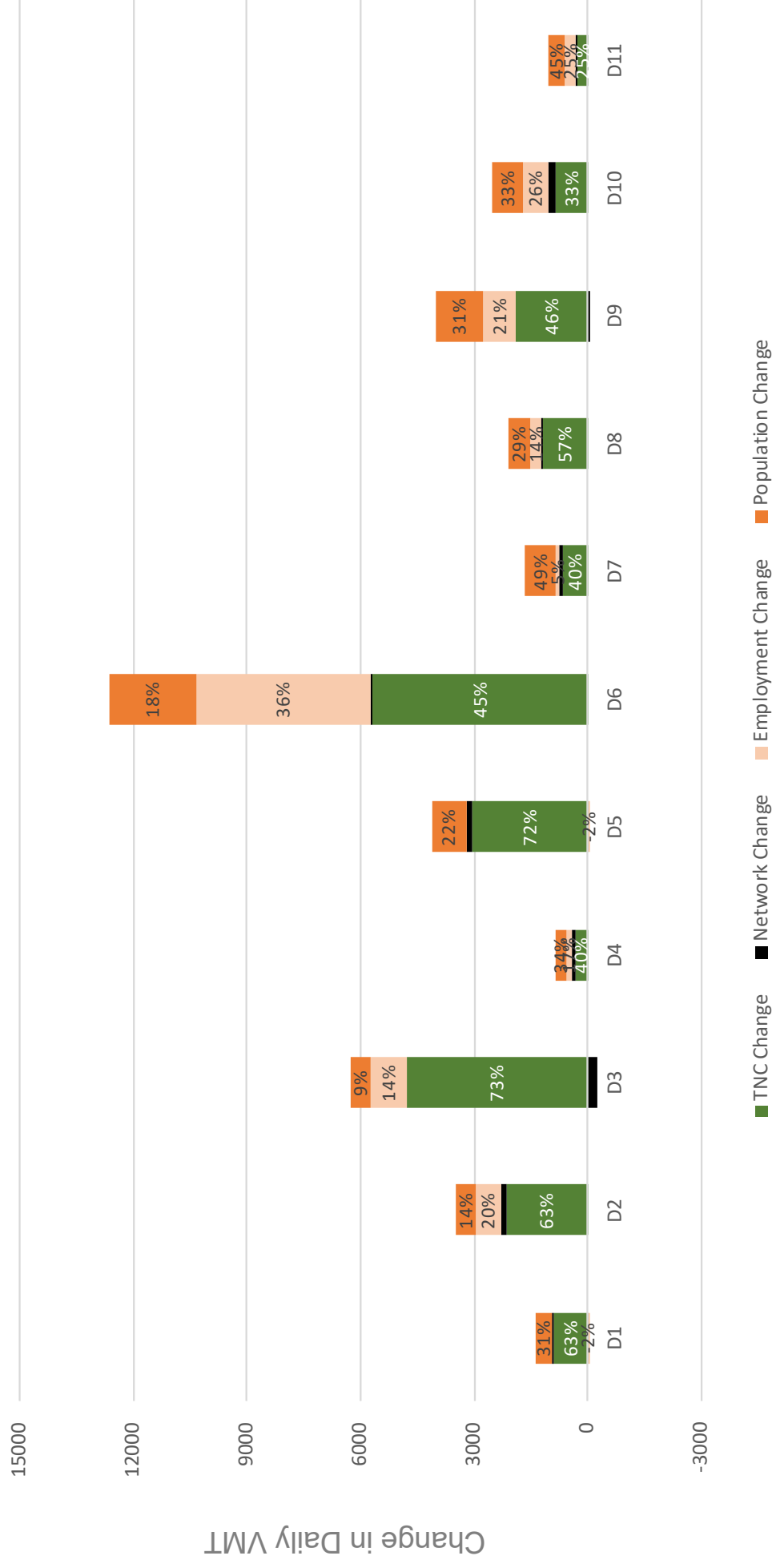
Factors Affecting Speed by Time Period

SHARE OF CHANGE IN SPEED BY FACTOR



Factors Affecting Hours of Delay by District

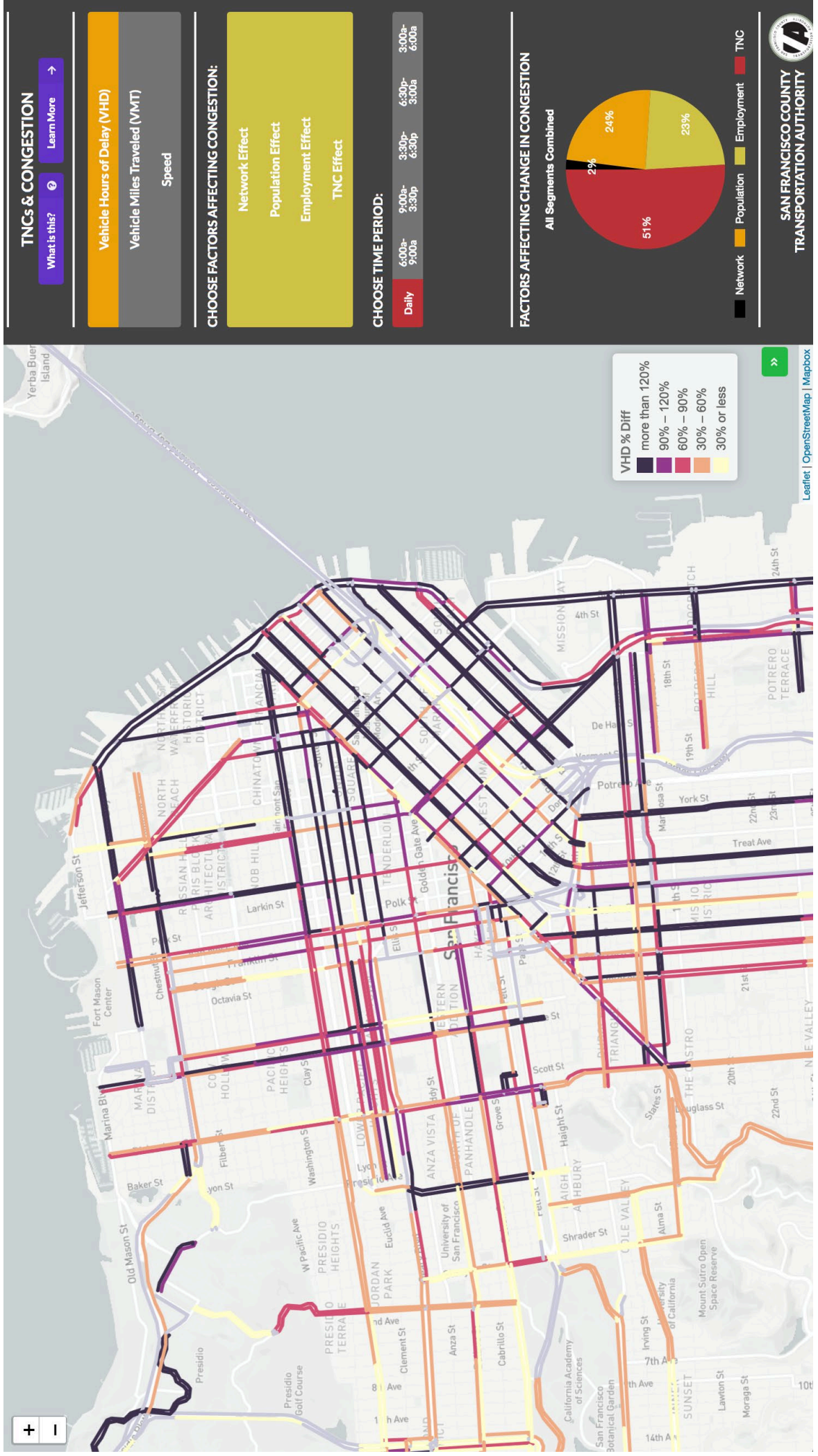
SHARE OF CHANGE IN HOURS OF DELAY BY FACTOR



Causes of Increased VMT by District

SHARE OF CHANGE IN VMT BY FACTOR





Questions?

Project Manager: Joe Castiglione,
joe.castiglione@sfcta.org



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