



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, April 24, 2019; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: John Larson (Chair), David Klein (Vice Chair), Myla Ablog, Kian Alavi, Ranyee Chiang, Robert Gower, Becky Hogue, Jerry Levine, Peter Tannen, Sophia Tupuola and Rachel Zack

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- 6:00 1. Call to Order
- 6:05 2. Chair’s Report – **INFORMATION**
- 6:10 **Consent Agenda**
 - 3. Approve the Minutes of the March 27, 2019 Meeting – **ACTION*** 3
 - 4. State and Federal Legislation Update – **ACTION*** 13
 - 5. Major Capital Project Update - Better Market Street – **INFORMATION*** 19
 - 6. San Francisco Municipal Transportation Agency’s Muni Transportation Performance Update – **INFORMATION*** 27
 - 7. Internal Accounting and Investment Report for the Nine Months Ending March 31, 2019 – **INFORMATION*** 49
- End of Consent Agenda**
- 6:15 8. Adopt a Motion of Support to Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – **ACTION*** 81
Projects: (SFMTA) Divisadero Intersection Improvements [NTIP Capital] (\$273,500) and Howard Street - Embarcadero to 3rd Street (\$390,000)
- 6:25 9. Adopt a Motion of Support Authorizing the Executive Director to Execute Agreements and Documents Required for the Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California

CAC Meeting Agenda

- Department of Transportation and the Treasure Island Development Authority – **ACTION*** **119**
- 6:35 10.** San Francisco Municipal Transportation Agency’s Light Rail Vehicle Procurement Update – **INFORMATION**
- At the March 27, 2019 Citizens Advisory Committee (CAC) meeting, the CAC requested that the San Francisco Municipal Transportation Agency (SFMTA) provide a presentation on the Siemens Light Rail Vehicle design changes [Contract Modification 5].
- 7:00 11.** Progress Report for Van Ness Avenue Bus Rapid Transit Project – **INFORMATION*** **123**
- 7:15 12.** Central Subway Update – **INFORMATION*** **129**
- 7:30 13.** Horizon and Plan Bay Area 2050 Update – **INFORMATION*** **135**
- 7:40 14.** Preliminary Fiscal Year 2019/20 Annual Budget and Work Program – **INFORMATION*** **145**
- Other Items**
- 7:45 15.** 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 16.** Public Comment
- 8:00 17.** Adjournment

*Additional Materials

Next Meeting: May 22, 2019

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, March 27, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:02 p.m.

CAC members present: Kian Alavi, Ranyee Chiang, Robert Gower, Becky Hogue, David Klein, John Larson, Jerry Levine, , Sophia Tupuola and Rachel Zack (9)

CAC Members Absent: Myla Ablog (entered during Item 2) and Peter Tannen (entered during Item 2) (2)

Transportation Authority staff members present were Eric Cordoba, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Eric Reeves, and Aprile Smith.

2. Chair's Report – INFORMATION

Chair Larson welcomed new CAC members Ranyee Chiang and Sophia Tupuola and invited them to make introductory remarks. He thanked Peter Tannen for covering the March Transportation Authority's CAC report and noted that Peter Tannen wanted to report out on a discussion had at the Board on the Van Ness Bus Rapid Transit item and would do so under Item 11. He reported that the San Francisco Municipal Transportation Agency (SFMTA) was working to produce a report on their efforts to improve operational challenges, as requested by the Budget and Legislative Analyst office. He added that the SFMTA was expecting the Board of Supervisors Government Audit and Oversight Committee to request a transit performance update in April and that the SFMTA had agreed to provide the CAC with a presentation after they update the Board of Supervisors' committee.

Chair Larson reported an update on a request made by the CAC asking Transportation Authority staff to invite the California Public Utilities Commission (CPUC) to attend an upcoming CAC meeting and provide a presentation on how SB 1376: TNC Access for All Act was being implemented. He said staff would update the CAC as soon as a date had been confirmed. He also provided an update on another CAC request for a progress update on the 1570 Burke Avenue Facility Renovation Project. He said the project was in its final stages, with expected completion at the end of April 2019, noting that the schedule was impacted by unforeseen obstructions during the foundation's seismic upgrade and design changes. He added that the SFMTA's Overhead Lines would move into Burke Warehouse and Animal Care and Control would move into the SFMTA's Overhead Lines previous occupancy of 1419 Bryant Street around the middle of May. The open for use date was a 6+ month delay from the schedule in the Prop K allocation request.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the February 27, 2019 Meeting – ACTION

4. State and Federal Legislation Update – INFORMATION

Peter Tannen commented on the State and Federal Legislation update and thanked Transportation Authority staff for recommending that Assembly Bill 1142: Strategic Growth Counsel be amended to include lack of safe pedestrian and bicycle access and lack of transit supportive land uses as barriers to transit usage that must be measured in regional transportation plans.

There was no public comment on the Consent Agenda.

Myla Ablog moved to approve the Consent Agenda, seconded by Jerry Levine

The Consent Agenda was approved by the following vote:

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

Abstentions: CAC Members Chiang and Tupuola (2)

End of Consent Agenda

5. Adopt a Motion of Support for the Allocation of \$62,767,634 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement – ACTION

Anna LaForte, Deputy Director for Policy and Programming, and Alexandra Hallowell, Transit Capital Planning Manager at the SFMTA presented the item per the staff memorandum.

Chair Larson noted that public comment communicated to the CAC prior to the meeting had expressed concern over the seating design of the new Siemens light rail vehicles (LRVs), as well as access for people with mobility issues. Chair Larson asked if Modification 3 listed in the LRV Procurement Contract Summary on page 26 of the packet was a change order addressing the seating and access concerns.

Ms. Hallowell answered that the design changes covered by Modification 3 had been incorporated in the Phase 1 procurement of 68 expansion LRVs and said Modification 5 would be an opportunity for SFMTA to address public concerns with the design of the LRVs that have already been delivered. In response to issues raised by the public she said the project team had developed several options for changes to the design of the LRV interiors, to be presented to the SFMTA Board at its next meeting. Ms. Hallowell said the proposed design changes included different types of bench seating (including a style similar to seats on the Breda LRVs), increased transverse seating, additional handholds for passengers standing mid-isle, and longer straps. She said the proposed changes also included removal of stanchions located near entrance doors to avoid obstructing access for mobility-impaired passengers. Ms. Hallowell said the project team was working with SFMTA's Multimodal Accessibility Advisory Committee to address the needs of passengers with disabilities.

Chair Larson asked if the Phase 1 LRVs would be retrofitted with the design changes once they had been approved by the SFMTA Board.

Ms. Hallowell answered that all the design changes would be included in the Phase 2 vehicles, and that some modifications, such as more and longer straps, could easily be retrofitted into the Phase 1 vehicles. She said once the SFMTA Board had selected the design changes for the contract modification she could be more specific as to which changes could be retrofitted into the Phase 1 vehicles.

David Klein asked if the strategy to accelerate the procurement schedule included accelerated training of operators and maintenance crews.

Ms. Hallowell responded that all operators had already been certified for the new LRVs as of Fall 2018.

David Klein asked about the financial cost of the accelerated schedule.

Ms. LaForte referred him to the table of direct costs and savings on page 46 of the packet, showing the finance cost associated with advancing Prop K funds, potential finance costs if Regional Measure 3 funds were unavailable, and off-setting savings on overhauls and maintenance resulting from early retirement of the Breda LRVs.

David Klein said that capacity issues could be dealt with by coupling cars and asked if the design of the Siemens LRVs was compatible with longer trains.

Ms. Hallowell answered that the Siemens LRVs were capable of 3-car trains, but SFMTA had not yet rolled out that feature, which required some changes to the automatic train control system and some infrastructure changes. She said that the SFMTA did not have a date for this rollout yet.

Robert Gower asked for clarification as to whether the reference to the Breda's seating design change mentioned earlier by Ms. Hallowell referred to the seat design or seating arrangement.

Ms. Hallowell answered that the proposal was for a similar type of seat rather than arrangement.

Robert Gower followed up with a comment that the new LRVs had been thoughtfully designed to make the vehicles easier to clean, and that the vehicles appeared to be clean even after several months of use. He cautioned against tampering with the design in such a way as to affect the cleanliness of the new trains.

Jerry Levine asked about the gap between cars for new LRVs and commented that it had been an issue of concern for vision-impaired passengers and a subject of litigation regarding the Breda LRVs.

Ms. Hallowell said she would research the issue and send a response to the CAC.

Jerry Levine asked about the required local match for the federal funds.

Ms. Hallowell answered that the federal funds available to the project through the Metropolitan Transportation Commission's Core Capacity program required a 20% local match. She pointed out that only the 151 replacement vehicles qualified for federal funding, so the local match requirement did not apply to the 68 fleet expansion vehicles.

Jerry Levine asked if there was an oversight regime to ensure that the new LRVs would be maintained in a state of good repair, and what sanctions might be enforced if they were not.

Ms. Hallowell said failures were tracked by type and analyzed for fleet-wide patterns as well as for individual problem vehicles (i.e. "repeaters"). She said if SFMTA Operations identified a pattern of failures, it implemented a proactive corrective program, with the goal of preventing the need for ad hoc repairs.

Ranyee Chiang commented that the amount of room per passenger offered by the current seating arrangement was either too little or unnecessarily spacious. She asked what the impact would be on train frequency and passenger capacity with the new LRVs arrive.

Ms. Hallowell answered that the new LRVs have been carrying approximately 10% more passengers than the Bredas and noted that SFMTA is still collecting data on this topic. She also

stated that the SFMTA would be able to operate more 2-car trains as more expansion vehicles go into service, leading to an overall increase in capacity.

During public comment Robin Krop, a resident of District 6, said she was injured while riding one of the new LRVs and was no longer able to use the lateral-facing seats. She said her own informal poll of other passengers found that at least ¼ of them preferred transverse seating, and she advocated for re-designing the seating arrangement on the new LRVs to increase the number of transverse seats and seats that provide better back support.

Gene Barrish, Vice President of Save Muni, spoke in opposition to the allocation request and the accelerated procurement schedule. She said SFMTA should hold off on purchasing new LRVs pending re-design of several deficiencies, including uncomfortable seating, slow coupling to create longer trains, propulsion systems with less jerky starts and stops, more straps and removal of obstructing stanchions.

Jackie Sachs said the bench seating on the new LRVs was difficult to use for individuals with disabilities and parents with strollers.

Robert Gower asked about SFMTA's public outreach efforts related to the design of the LRVs and how people could provide input.

Ms. Hallowell answered that the SFMTA conducted extensive surveys during the design phase. Concurrent with rollout of the new vehicles SFMTA held two focus groups with multilingual and disabled riders. She said SFMTA continued its ongoing outreach with various citizen committees, including the Multimodal Accessibility Advisory Committee. Ms. Hallowell said input could also be provided to the SFMTA Director, as well as through 311.

David Klein moved to continue the item, seconded by Becky Hogue. Subsequently, upon learning that the letter raising concerns about the design issues was not a letter from the SFMTA, David Klein and Becky Hogue rescinded the motion.

Robert Gower moved to approve the item with the following amendment: conditioning approval upon SFMTA staff providing a presentation at the next meeting of the CAC on the design changes [Contract Modification 5] anticipated to be approved by the SFMTA Board at its April meeting. Rachel Zack seconded the motion as amended.

The item was approved as amended by the following vote:

Ayes: Ablog, Chiang, Gower, Hogue, Larson, Levine, Tannen, Tupuola and Zack (9)

Abstentions: CAC Members Alavi and Klein (2)

6. Adopt a Motion of Support for the Allocation of \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests – ACTION

Eric Reeves, Senior Transportation Planner, presented the item per the staff memorandum.

Kian Alavi asked about whether Transportation Network Companies (TNCs) would be funding the TNC passenger loading zone that was proposed as part of the Fisherman's Wharf/Pier 39 Complete Street Improvements project.

Casey Hildreth, project manager at SFMTA said that the TNC companies would not be funding any portion of the project and noted that the TNC loading zone in the diagram was a conceptual design and not solely for TNC use.

Kian Alavi asked why the diagram referred to the design as a TNC loading zone if it was not solely for TNC use.

Casey Hildreth said that the spirit of the project's design was to improve traffic flow and not give preferential treatment for TNCs.

Kian Alavi stated that he was against loading zones that were to the benefit of TNC companies who were not paying for these improvements.

Myla Ablog asked whether the TNC loading zone also be used by school buses.

Casey Hildreth stated that the diagram for the Fisherman's Wharf/Pier 39 Complete Street Improvements project was a conceptual design to advance to a feasibility study. SFMTA was looking to balance traffic flow in the project area.

Chair Larson said he was happy with the District 8 proposal on Elk Street at Sussex Street as the area needed a solution.

There was no public comment.

Robert Gower moved to sever the Fisherman's Wharf/Pier 39 Complete Street Improvements project, seconded by Jerry Levine.

Robert Gower moved to approve the underlying item, seconded by Jerry Levine.

The underlying item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (11)

The severed item was not approved by the following vote:

Ayes: Ablog, Chiang, Klein, Larson and Zack (5)

Nays: Alavi, Gower, Hogue, Levine, Tannen and Tupuola (6)

7. Adopt a Motion of Support for the Approval of the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects – ACTION

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

Peter Tannen spoke in support of all the projects and asked how BART's Elevator Attendant Initiative project would reduce fare evasion.

Tim Chan, BART's Elevator Attendant Initiative Project Manager, said that the elevators are currently outside the paid area. When the elevators were added in the 1990s, fare evasion was not a problem, but it has become a problem in recent years. Passengers have been using elevators in the free area to gain access between BART and Muni platforms from the concourse. The attendants are a deterrent. The elevator attendants keep track of passengers who go in a different direction when they see the attendant. BART instructs elevator attendants not to stop fare evasion for their safety and security, but BART has noticed that people turn around when they see the attendant.

Sophia Tupuola asked if there was information sharing between the Elevator Attendant Initiative and the San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods project.

Maria Lombardo said that the Transportation Authority would follow up with BART and SFMTA to get a response.

Myla Ablog said she had heard that people liked the elevator attendant program and had a question about the San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods project. She asked for

more information on Paratransit Plus and the taxi revenue local match.

Erin McAuliff, SFMTA Project Manager, explained that the taxi voucher program works where the customer pays \$6 dollars and receives \$30 dollars in credit for taxi rides. SFMTA considers \$6 dollars paid as taxi revenue.

Myla Ablog said she was in support and looking forward to the implementation of the Paratransit Plus and the taxi revenue local match.

Kian Alavi asked what type of outreach the SFMTA was conducting to inform the public about the taxi voucher program.

Ms. McAuliff said taxi vouchers were offered through the San Francisco Paratransit program and that all paratransit eligible riders could obtain a paratransit debit card to pay for their trips. She noted that riders that were eligible for paratransit but still needed assistance could receive paratransit plus services which provided a smaller monthly allotment, on the paratransit debit card, to pay for taxi rides.

Chair Larson asked what happened to attendants when elevators were out of service.

Mr. Chan said the scope of the attendants' work was strictly focused on the elevators and that their work would not be required if the elevators were out of service. He did note that the elevators had not been taken out of service since the inception of the program.

There was no public comment.

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

The item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (11)

8. Adopt a Motion of Support for the Proposed Fiscal Year 2018/19 Budget Amendment – ACTION

Lily Yu, Principal Management Analyst, presented the item per the staff memorandum.

Becky Hogue asked for an update on Treasure Island toll policy and if the policy had been adopted.

Eric Cordoba, Deputy Director for Capital Projects, said the toll policy had not yet been approved and was still in the study phase. He said staff anticipated bringing new recommendations to the Treasure Island Mobility Management Agency (TIMMA) Board in July 2019.

Chair Larson asked for clarification on the draw on the revolving credit loan agreement.

Cynthia Fong said the draw was no longer needed due to the proposed decrease of \$50 million in Prop K capital expenditures and that the receipt of incoming sales tax revenue and proceeds from the sales tax revenue bond would be enough to fund upcoming expenditures needs in Fiscal Year 2018/19.

Kian Alavi said he appreciated the fiscal management of the agency and asked if the projects that would not be funded in fiscal year 2018/19 were being earmarked for the upcoming fiscal year.

Ms. LaForte said that the Transportation Authority had regular communications with agencies that have received grant funds, particularly for larger projects that consume a majority of the

budget. She said most [if not all] projects would be carried forward into the Fiscal Year 2019/20 budget.

There was no public comment.

Becky Hogue moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (11)

9. Adopt a Motion of Support to Authorize the Executive Director to Exercise a Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000 – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Peter Tannen asked what role Parsons Transportation Group was undertaking in regard to the Van Ness BRT project.

Mr. Cordoba said Parsons was taking a look at the environmental compliance, noting that the Transportation Authority was the California Environmental Quality Act (CEQA) lead agency, and, as an example, said that Parsons had looked at the lighting standard changes that had been proposed for the Van Ness BRT project.

There was no public comment.

Kian Alavi moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: Ablog, Alavi, Chiang, Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Abstentions: CAC Members Ablog and Chiang (2)

10. Update on the Caltrain Modernization Program and Business Plan – INFORMATION

Sebastian Petty, Caltrain Senior Advisor, presented the item.

David Klein asked why Stanford University was selected as opposed to a public university given the amount of federal funding that was awarded to Caltrain.

Mr. Petty said Stanford University was selected given their high level of interest in the project and proximity to the corridor. He added that Stanford was providing academic support and spearheading private sector involvement to raise additional funds for the project.

Jerry Levine asked if the travel schedule would be altered once the electrification of rail was finalized.

Mr. Petty said that as the project got closer to adoption, Caltrain would look at travel schedule options. He said the end to end travel times may not change significantly but in between wait times for the intermediate stations would change.

Jerry Levine asked if ridership cost would go up.

Mr. Petty said there were no initial major shifts in fare costs anticipated outside of a rise in fares due to inflation. He said part of the business plan was to understand what Caltrain's different financial futures could look like and how it could best raise additional funding to support those

different future visions.

There was no public comment.

Chair Larson asked if the door design including varying heights to accommodate future high speed rail was still in place.

Mr. Petty said door design is still in place and state's overall goal is to still provide high speed rail in the corridor.

11. **Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit Project at the SFMTA, presented the item.

Peter recapped the CAC Chair's report and his discussion with Chair Peskin at the March 12, 2019 Transportation Authority Board meeting. He also summarized the presentation provided by the SFMTA at the March 19, 2019 Transportation Authority Board meeting in regard to the Van Ness BRT project. He noted that Chair Peskin requested a hearing on April 23, 2019 for the SFMTA and Office of Economic and Workforce Development (OEWD) to present a report on small business mitigation efforts along the Van Ness corridor.

David Klein mentioned that the presentation provided to the CAC had no data points – neither quantifiable positive or negative impacts, or even the number of signs along Van Ness Avenue that would enable the CAC to make a determination if the SFMTA's business mitigation efforts were effective though he noted it was clear a lot of effort was being expended. Mr. Klein requested that the SFMTA include some relevant data points in its future presentations.

Peter Gabancho replied that they are developing metrics to report on those [business impact] concerns. He said the SFMTA had made signage for businesses that requested it and had been in touch with businesses through written communication, door-to-door visits, and phone conversation.

Chair Larson invited members of the business community to speak at a future CAC meeting.

Maria Lombardo noted that small business owners would be at the April 23 Board meeting and encouraged CAC members to attend or view the meeting recording afterwards.

Peter Tannen asked about the status of additional sources of funds.

Peter Gabancho replied that the project was delayed and may need to secure additional funds. However, they still have project contingency left [i.e. with the shortfall the budgeted contingency is partially funded.]

Peter Tannen asked about a bicycle safety update.

Mr. Gabancho replied that they will put together an update. He mentioned that Van Ness Avenue is crowded with narrow lanes and large vehicles, which was a challenge for cyclists.

Peter Tannen suggested that Polk Street was a better alternative than Van Ness Avenue for bicyclists, especially given the recent improvements.

Robert Gower asked about steering bicyclist away by having detour signs.

Peter Gabancho replied that they would look into it and that at other meetings they have recommended Polk Street which was better suited for cycling.

There was no public comment.

12. Update on the Yerba Buena Island Southgate Road Realignment Improvements Project – INFORMATION

This item was continued to the April 24, 2019 CAC meeting due to time constraints at the CAC meeting.

There was no public comment.

13. Update on the Transbay Transit Center Girder Fractures and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, presented the item.

Chair Larson asked if it was determined what caused the original crack in the steel beams.

Mr. Cordoba said the crack appeared to be due to heavy stresses at a point where there were manufacturing issues and areas where welding access holes were located.

David Klein asked if there were any ethical concerns when working with McKinsey on the Downtown Extension as he recalled some issues with past business practices.

Mr. Cordoba said that the Transportation Authority had done their due diligences and were working with well-respected specialists.

Chair Larson reiterated the reasons why the Transportation Authority Board had called for the study of governance, management, oversight and delivery of the Downtown Extension, noting the concerns raised with the Transbay Joint Powers Authority Transit Bay Transit Center work.

Mr. Cordoba seconded the comments made by Chair Larson and said that the study being conducted would look at lessons learned from the Transbay Transit Center and also look at other mega rail projects to ensure the correct expertise and best practices were brought to the table for the Downtown Extension. He said funding for the project was currently limited but was being strategically used to see how to best move the project forward.

Chair Larson asked if the CAC would receive updates on the study and be able to view the draft report.

Mr. Cordoba said he was expecting a draft report in the next couple of months and that the Board and CAC would receive presentations and updates along the way.

There was no public comment.

14. Introduction of New Business – INFORMATION

There were no new items introduced.

15. Public Comment

Jackie Sachs requested an update on the Central Subway project and what work has been done.

Chair Larson agreed that the CAC should schedule a Central Subway update.

There was no public comment.

16. Adjournment

The meeting was adjourned at 8:35 p.m.



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San Francisco County Transportation Authority

State Legislation – April 2019

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

Staff is recommending a support/sponsor position on Assembly Bill (AB) 1605 (Ting), two new support positions on AB 40 (Ting), and Senate Bill (SB) 152 (Beall), and two new oppose positions on AB 553 (Melendez) and AB 1167 (Mathis) as shown in **Table 1**, which also includes several new bills to watch. The Board does not need to take an action on legislation recommended to watch.

Table 2 provides updates on SB 50 (Wiener) and SB 59 (Allen), on which the Transportation Authority has previously taken positions this session.

Table 3 shows the status of bills on which the Board has already taken a position this session.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support	AB 40 Ting D	<p>Zero-emission vehicles: comprehensive strategy.</p> <p>This legislation would require the California Air Resources Board to develop a comprehensive strategy by January 1, 2021 to ensure that all new vehicles are zero-emission by 2040. The prior legislative session saw many bills intended to promote the sale and use of zero-emission vehicles that targeted different individual market segments.</p> <p>We support the state seeking to advance a comprehensive strategy to advance zero-emission vehicles rather than address the issue piecemeal. We also would like to ensure that any strategy is carefully balanced with other transportation priorities, such as reducing vehicle miles traveled and ensuring high occupancy vehicle lanes continue to provide benefits to their users.</p> <p>The Bay Area Air Quality Management District recently adopted a support position on this bill, after the author agreed to work closely with them to help address disadvantaged communities and equity concerns, which we also feel should be addressed in the bill. We understand the author is willing to address these concerns. We have coordinated with SF Environment, which is also supportive since the bill is consistent with the City's electric vehicle goals. We are recommending moving from a watch to a support position.</p>
Oppose	AB 553 Melendez R	<p>High-speed rail bonds: housing.</p> <p>This bill would prevent any further sale of bonds for high speed rail purposes and, if approved by voters, make that bonding capacity available to the Department of Housing and Community Development's Multifamily Housing Program.</p>

Recommended Position	Bill # Author	Title and Description
Oppose	AB 1167 Mathis R	<p>Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.</p> <p>Currently 25% of cap and trade funds are directed to support high-speed rail. This bill would redirect those funds to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Program.</p>
Watch	AB 1568 McCarty D	<p>General plans: housing element: production report: withholding of transportation funds.</p> <p>Coauthored by Senator Wiener, this bill would require a city or county to meet its annual minimum housing production goal for that reporting period in order to remain eligible to receive its annual apportionment of its Senate Bill 1 local streets and roads funds. For each city and county that is not in compliance with this requirement, the bill would require the State Controller to withhold the funds that would otherwise be apportioned and distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account. The funds in the escrow account could be disbursed after the city or county is certified to be in compliance and meets other specified requirements.</p>
Support/ Sponsor	AB 1605 Ting D	<p>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</p> <p>This bill authorizes the City and County of San Francisco to pilot a reservation and pricing program on the Lombard Crooked Street, to provide congestion relief and revenues to manage one of San Francisco's most popular tourist attractions, which is also a local residential street. Visitors would be required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and other traffic management costs.</p> <p>This program was one of the key recommendations of the Transportation Authority's "Strategies for Managing Access to the Crooked Street" from 2017. We are currently wrapping up a follow-up study, which identifies and evaluates options for a proposed system. This legislation would make a reservation and pricing system possible, and would allow the San Francisco Board of Supervisors to select a program administrator to implement and operate the system. As reported at prior Board meetings, the Transportation Authority, along with Supervisor Stefani, is a sponsor of this bill. We anticipate a first hearing for the bill at the Assembly Transportation Committee on April 22.</p>

Recommended Position	Bill # Author	Title and Description
Watch	SB 5 Beall D	<p>Affordable Housing and Community Development Investment Program.</p> <p>This bill would establish the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee (Committee), with membership including the Chairs of various state agencies and legislator appointees. It would authorize a range of jurisdictions (including a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district or a combination of those entities) to develop plans for projects that include, among other things, construction of workforce and affordable housing, certain transit oriented development, and projects promoting strong neighborhoods. Jurisdictions would submit the plans to the Committee for consideration and it would allow jurisdictions to reduce their annual Educational Revenue Augmentation Fund contributions in exchange for implementing those plans, up to \$200 million per year statewide.</p>
Support	SB 152 Beall D	<p>Active Transportation Program.</p> <p>The state’s Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and funds projects that encourage active modes of transportation such as walking and biking. Existing law requires splits project selection 50/50 between a statewide competitive program administered by the CTC and regional programs administered by large metropolitan planning organizations (MPOs) (40%) and small/rural regions (10%). The Metropolitan Transportation Commission (MTC) serves as MPO for the Bay Area.</p> <p>This bill would delegate significant responsibility over project selection to the regional program, with 75% of the total available ATP funds to MPOs, 15% to small/rural regions, and 10% to the statewide competitive program. It would also delegate some administrative responsibilities to MPOs for the regional programs, which will allow program guidelines tailored to local needs and make the allocation process simpler and more efficient for project sponsors. We believe this redistribution and program streamlining is appropriate given the local scale of most ATP projects and given the statewide competitive ATP program has not provided reliable or equitable levels of funding for the Bay Area. For instance, in the last cycle the CTC selected two Bay Area projects to receive funding out of around 50 funded projects.</p> <p>MTC is sponsoring this bill, and SFMTA is planning to request a support position in April from the city’s State Legislation Committee.</p>

Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	SB 59 Allen D	<p>Automated vehicle technology: Statewide policy.</p> <p>This bill would establish a set of policies for state agencies relating to autonomous vehicle technologies, to ensure that these technologies support the state’s efforts to reduce greenhouse gas emissions, encourage efficient land use, and other goals.</p> <p>As Commissioner Yee requested at the February 12, 2019 Board meeting, we worked with SFMTA to develop language to incorporate Vision Zero goals explicitly into the legislation. Senator Allen has been receptive to including those ideas into the policies, and after having consulted with the SFMTA, we have provided her office with draft language to consider.</p>
Watch	SB 50 Wiener D	<p>Planning and zoning: housing development: incentives.</p> <p>This bill, now dubbed the “More Homes Act,” would require local jurisdictions to allow 45 or 55 feet tall apartment buildings within a half-mile of rail transit stations, within a quarter-mile of high-frequency bus stops, or within job-rich areas if the developer agrees to construct a percentage of very low, low, moderate-income housing, with delayed implementation for sensitive communities and some protections for renters.</p> <p>The bill has been amended to reduce minimum parking requirements, include ferries as qualifying high-quality transit, and specify the inclusionary zoning levels needed to qualify for the incentive (6% - 25% depending on income level and number of total units in the building). There is also new language defining a “jobs-rich area” as an area designated by the state as associated with positive educational and economic outcomes and with likely reductions in commute times if residents were located there.</p> <p>Supervisor Mar has introduced a resolution at the Board of Supervisors, jointly with six other members, to adopt an oppose unless amended position on the bill, which is set for a hearing in the Government Audit and Oversight Committee on April 4. He indicated that the bill would exacerbate negative social and environmental impacts by restricting local authority to adopt plans and policies to assure equitable and affordable development.</p>

Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 3/1/2019)
Support	AB 47 Daly D and Frazier D	Driver records: points: distracted driving.	Assembly Appropriations
	AB 147 Burke D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Senate Government and Finance

San Francisco County Transportation Authority

	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Assembly Appropriations
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	In Print
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Senate Transportation
Support if Amended	AB 1142 Friedman D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Assembly Transportation



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Memorandum

Date: April 1, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: April 9, 2019 Board Meeting: Major Capital Project Update - Better Market Street

<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 Board required quarterly updates on the Better Market Street (BMS) project as a condition of approval of One Bay Area Grant (OBAG) funds. Led by the San Francisco Public Works (Public Works), the BMS project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, implementation of turn restrictions, and improvements of sidewalks, way-finding, lighting, landscaping, transit boarding islands, transit connections, and traffic signals. On February 27, 2019, the San Francisco Planning Department released the BMS Draft Environmental Impacts Report (DEIR) for Public Circulation. Comments on the DEIR may be submitted through 5:00pm on April 15, 2019. Public Works anticipates certification of CEQA environmental clearance by Fall 2019. The preliminary cost estimate for all phases of the project is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap (\$479 million). Public Works has developed a proposed phasing plan that could enable construction of Phase 1 (the segment between 5th and 8th streets) to start in Summer 2020, pending funding availability. Cristina Calderón Olea, Public Work’s BMS Project Manager, will present this item and answer questions from the Board.</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

OBAG Reporting Condition: The Transportation Authority Board programmed \$15.98 million in OBAG Cycle 2 funds to the BMS for the project’s design phase. As a condition of receiving OBAG funds, all project sponsors are required to provide quarterly progress reports to the Transportation Authority through our grants Portal to assist with project delivery oversight and compliance with OBAG timely-use-of-funds requirements. In addition, the Board action required Public Works to provide quarterly

reports and semi-annual updates on the BMS to the Board, addressing any changes in project schedule and cost, in particular.

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

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

Given the cost of the project and the length of the corridor, Public Works plans to design and construct the project in phases. Public Works has identified Phase 1 of the project and divided it into two sub-phases: Phase 1A is the segment of Market Street extending between 5th and 8th streets. Phase 1B includes the F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, passing in front of the Hibernia Bank and new Proper Hotel. The F-Loop will allow SFMTA to increase service on the busiest portion of the existing F-Market route by turning some vehicles at the new loop, rather than continuing to the current route terminus at Market and Castro streets.

As discussed below, pending funding availability, Public Works is proposing a phasing plan for design and construction that could allow them to advertise Phase 1A construction in Spring 2020 and begin construction by Summer 2020. The estimated cost for Phase 1 is \$127 million.

Status and Key Activities

Environmental Clearance and Preliminary Engineering: BMS is currently undergoing environmental review under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The San Francisco Planning Department issued a Draft Environmental Impacts Report (DEIR) for public circulation on February 27, 2019. As noted above, the Planning Department will accept comments on the DEIR through April 15, 2019 at 5:00pm. The DEIR finds that the implementation of the BMS project would lead to significant impacts related to cultural resources, transportation and circulation, and noise while providing benefits that include up to 4 minutes of travel time savings on surface transit routes using Market Street, a fully accessible and ADA compliant sidewalk, streetscape, and boarding islands, a fully separated sidewalk level cycletrack, and the rehabilitation or replacement of all underlying infrastructure to a state of good repair.

As part of the environmental review process, the project team is proceeding with preliminary engineering design of the project. The design team has completed 15% plans for the entire project corridor, and 30% design for the Phase 1A improvements (5th-8th streets).

Public Works anticipates final certification of CEQA (EIR) documents in Fall 2019, pending public comment and input, and final certification of NEPA (Categorical Exclusion/Environmental Assessment) for Phase 1 in Winter 2019. *Project Phasing:* Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to minimize

Agenda Item 5

construction impacts and disruptions. While complete project phasing will be developed following the project's 30% design, the project team has identified Phase 1. At their August 2017 meeting, the BMS Directors Group, composed of the directors of Public Works, SFMTA, Planning, SFCTA and SFPUC selected Market Street between 6th and 8th streets as Phase 1A of BMS implementation. This segment supports the Office of Economic and Workforce Development's Mid-Market/Tenderloin Strategy and compliments completed and planned private development along the corridor. At the January 2019 meeting, the Directors Group agreed to extend this priority segment another block to 5th Street to leverage public realm improvements required by adjacent developments, pending funding availability.

In addition to the improvements on and adjacent to Market Street itself, Phase 1 includes a new surface loop for use by SFMTA's F-Market historic streetcar service (Phase 1B, the F-Loop), described in more detail in the Background section above.

Outreach:

Public Works, Planning and SFMTA conducted additional outreach in March 2019 to notify the public of the release of the Draft EIR, including mailing and posting legal notices, bus cards on MUNI buses, posters on bus shelters, email to over 2,300 stakeholders on our email list, and postings on BMS website, SFMTA blog and Public Works newsletter. Additionally, the team presented an informational item at public hearings at the Historic Preservation Commission and Planning Commission during the public review period.

Current Issues and Risks

The BMS Project team is actively considering potential risks to the project scope, schedule, budget, and funding as the current environmental clearance and preliminary design stages advance. As project engineers acquire more information about utility locations, sub-sidewalk basements, and designs of other planned or ongoing projects in the project area, there is the potential that additional coordination and relocation work will be necessary, representing an increase in cost. Meanwhile, though the environmental review under CEQA has been conducted in close coordination with sponsor and reviewing agencies, the potential for significant public comment and feedback, which must be addressed, remains. Feedback that requires a revised design or re-evaluation of the environmental clearance could have schedule impacts.

With the completion of the 15% design for the entire corridor, and 30% design for Phase 1A, The BMS project team has developed updated cost estimates for the project and project components. The team has also engaged an independent cost estimating firm to review the designs and provide an outside estimate of project costs at this phase for comparison and analysis. The team and the consultant is currently working on the analysis and validation of the cost estimates. Following both cost estimating exercises, the team will work with the various design leads to identify areas for potential cost reduction through a value engineering process.

Larger trends also have the potential to impact the BMS project. A competitive construction environment exists across the Bay Area, resulting in construction bids on projects exceeding estimates developed in a slower market by close to 30%. Project cost engineers are aware of these challenges and will be using the most up-to-date bids when developing the 30% cost estimate that coincides with the completion of the environmental clearance. Additionally, estimates based on the 10% design show a significant funding shortfall as described in the next section. The proposed phasing of final design and construction for the project is one strategy that the project team is using to address the uncertainty with the timing of availability of funds for the project.

Project Schedule

The revised project schedule through Phase 1A is included as Attachment 1. Upcoming project milestones for environmental review include anticipated final CEQA in Fall 2019 and NEPA certification in Winter 2019/20.

Preliminary design is progressing concurrently with the environmental review, with 30% design of the full corridor scheduled to be completed in July 2019 and final design for Phase 1A to be completed in Spring 2020 to allow advertisement for construction services. Under this schedule, Phase 1A construction could start in Summer 2020.

This schedule represents a one-month delay from anticipated completion of environmental review submitted as part of the OBAG 2 funding request for this project. However, under current projections, the schedule also anticipates that Phase 1 will begin construction in July 2020, 18 months ahead of the project schedule submitted as part of the OBAG 2 funding request. This acceleration of construction, subject to funding availability, is made possible by the strategy of phased design and construction, where final design for later phases continues while earlier phases are under construction. As noted above, the schedule is contingent upon funding availability. Public Works will develop schedule milestones for construction of the remainder of the corridor as the funding is programmed.

Project Cost and Funding

The total project cost estimate, based on 10% design, is \$604 million. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project. Attachment 2 provides a project component summary of total project costs as shown in OBAG 2 request (rounded up). The current cost estimate is based on unit cost estimations of a typical design and will continue to be refined as engineering on the project progresses. Future cost estimates will also include a breakdown of project costs based on BMS streetscape, and transit costs; state of good repair work; and other infrastructure work that is being completed with the BMS project to maximize efficiency and minimize construction disruptions.

Attachment 3 shows the current funding plan for the BMS Project. The BMS project has secured \$114 million in funding from OBAG (subsequently exchanged with Prop K as explained below), Prop K and SFMTA's Prop A General Obligation bond, fully funding the project through the design phase. Since the last update, the BMS project also secured \$15 million from the federal BUILD grant program, and \$635,000 from BART for construction at 8th Street, Grove, Hyde and Market. The overall project funding gap is \$460 million.

As reported previously, in order to support the SFMTA's Central Subway project, the Transportation Authority Board approved a dollar-for-dollar fund exchange of \$15.98 million in BMS OBAG funds with Prop K funds from the discretionary guideways category. The BMS project is held harmless by the fund exchange and Public Works is able to expend Prop K funds as soon as July 1, 2019, following Board allocation of the funds. The fund exchange allows us to program the OBAG funds to the Central Subway project to help backfill the outstanding \$61 million in Regional Transportation Improvement Program funds that we owe the project. The MTC Commission has approved the fund exchange.

Agenda Item 5

The BMS project has received \$27 million in programmed or allocated funding for the current planning and environmental clearance phases. So far, 65% of the environmental budget has been expended, and Public Works indicates that the project is on track to complete these phases within this budget.

An additional \$42 million in funding has been programmed for final design (enough to fully fund design) and \$82 million for construction which gets close to, but doesn't fully fund the project through Phase 1 construction estimated at \$127 million, including 5th to 8th streets and F-Loop at 10% design. Additionally, in 2018 we worked with Public Works and SFMTA to submit Initial Progress Reports to the MTC to indicate San Francisco's priorities for Regional Measure 3 bridge tolls, including BMS. Regional Measure 3 may be a good source to fill the Phase 1 funding gap given the revised anticipated advertisement date of Spring 2020 for Phase 1 construction.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. We will provide this update to the CAC at its April 24 meeting.

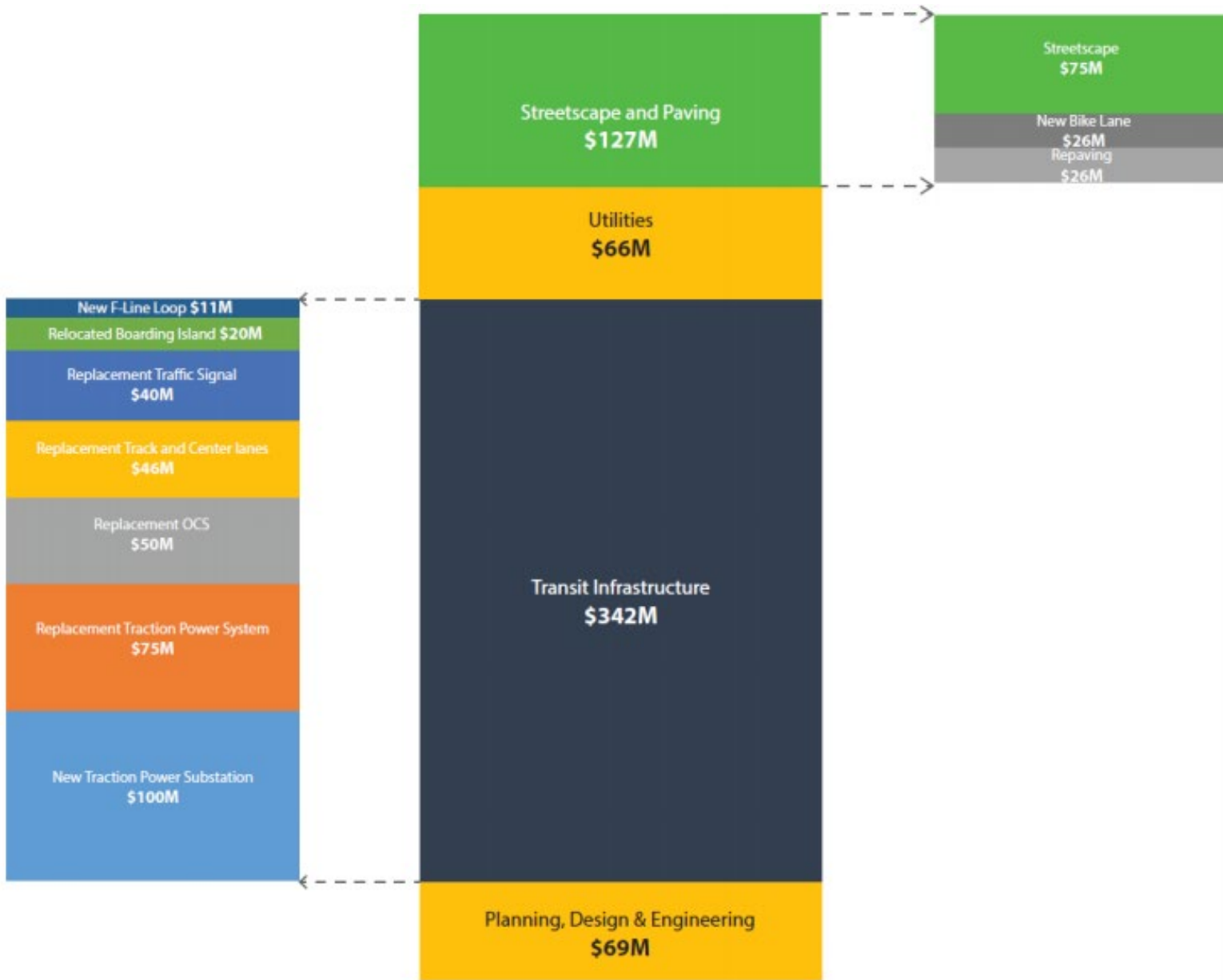
SUPPLEMENTAL MATERIALS

Attachment 1 – Better Market Street Project Schedule

Attachment 2 – Project Component Cost Breakdown

Attachment 3 – Better Market Street Funding Plan

Attachment 2: Project Component Cost Breakdown
Based on 10% design



\$604M Cost Estimate

Attachment 3: Better Market Street Project Funding Plan

All amounts in \$1,000's of \$

2014 10% COST ESTIMATE ¹ (\$1000's of \$)		Project Phases					Total by Segment
Phase	PLAN	ENV	PS&E	ROW	CON		
Planning/Conceptual Engineering	15,287						
Environmental Studies		11,355					
Design Engineering			42,039				
Phase 1 Construction (5 th to 8 th streets and F-Loop)					126,698		
Construction for Remainder of the Corridor					408,341		
Project Total	15,287	11,355	42,039	0	535,039	603,720	

¹As shown in the OBAG 2 grant application.

SECURED FUNDING (\$1000's of \$)		Project Phases					Total by Fund Source
Fund Source	Status	PLAN	ENV	PS&E	ROW	CON	
General Fund	Allocated	2,480	2,620				5,100
Octavia Land Sales	Allocated		3,050				3,050
Market Octavia Impact Fees	Allocated		1,000				1,000
Transit Center Impact Fees	Programmed			2,000			2,000
Prop A GO Bond	Programmed	12,807	4,685	12,589		66,665	96,746
SFMTA Operating Fund	Programmed	3,000					3,000
BART (8 th /Grove/Hyde/Market)	Programmed			225		410	635
OBAG 2/Prop K Central Subway Fund Exchange ¹	Programmed			15,980			15,980
Prop K	Programmed			1,250			1,250
BUILD						15,000	15,000
Total Identified Funding by Phase		18,287	11,355	42,264	0	82,075	143,761
Phase 1 Construction – Unfunded Need:							44,623
Total Unfunded							459,959
Project Total							603,720

¹See memo for details on OBAG 2/ Prop K fund exchange.

OTHER POTENTIAL FUND SOURCES (\$1000's of \$)		Funding Requested
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	OBAG 3 [FYs 2022/23-2026-27]	
State	Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls) – Phase 1 Construction	4,870
Regional	Regional Measure 3 (bridge tolls) – Future Phase Construction	15,130
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Transit Center Impact Fees	60,000



SFMTA

Transit Performance Update

Julie Kirschbaum, Acting Director, Transit
SFMTA Board of Directors, April 16, 2019

90 Day Plan Initiatives

Rapid Network



Maintain positive trend gap in management on Rapid network

3 Actions

Subway Performance



Reduce major delays in the subway and enhance the customer experience during delays

12 Actions

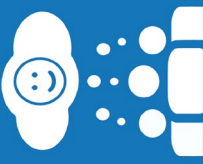
Missed Service



Increase service delivery, better distribute open runs across the system, and ensure scheduled service equity strategy lines are prioritized

8 Actions

Staff Engagement/Morale



Improve responsiveness and feedback loop when staff raises issues, ideas, and concerns

6 Actions

Mission Bay Platform



Manage construction proactively, deliver quality supplemental bus service on Third St., and minimize system impacts

5 Actions

Customer information



Enhance the quality, accuracy, and availability of service information to our customers

5 Actions

Safety



Reduce preventable collisions and enhance passenger and operator security onboard and accessing transit stops

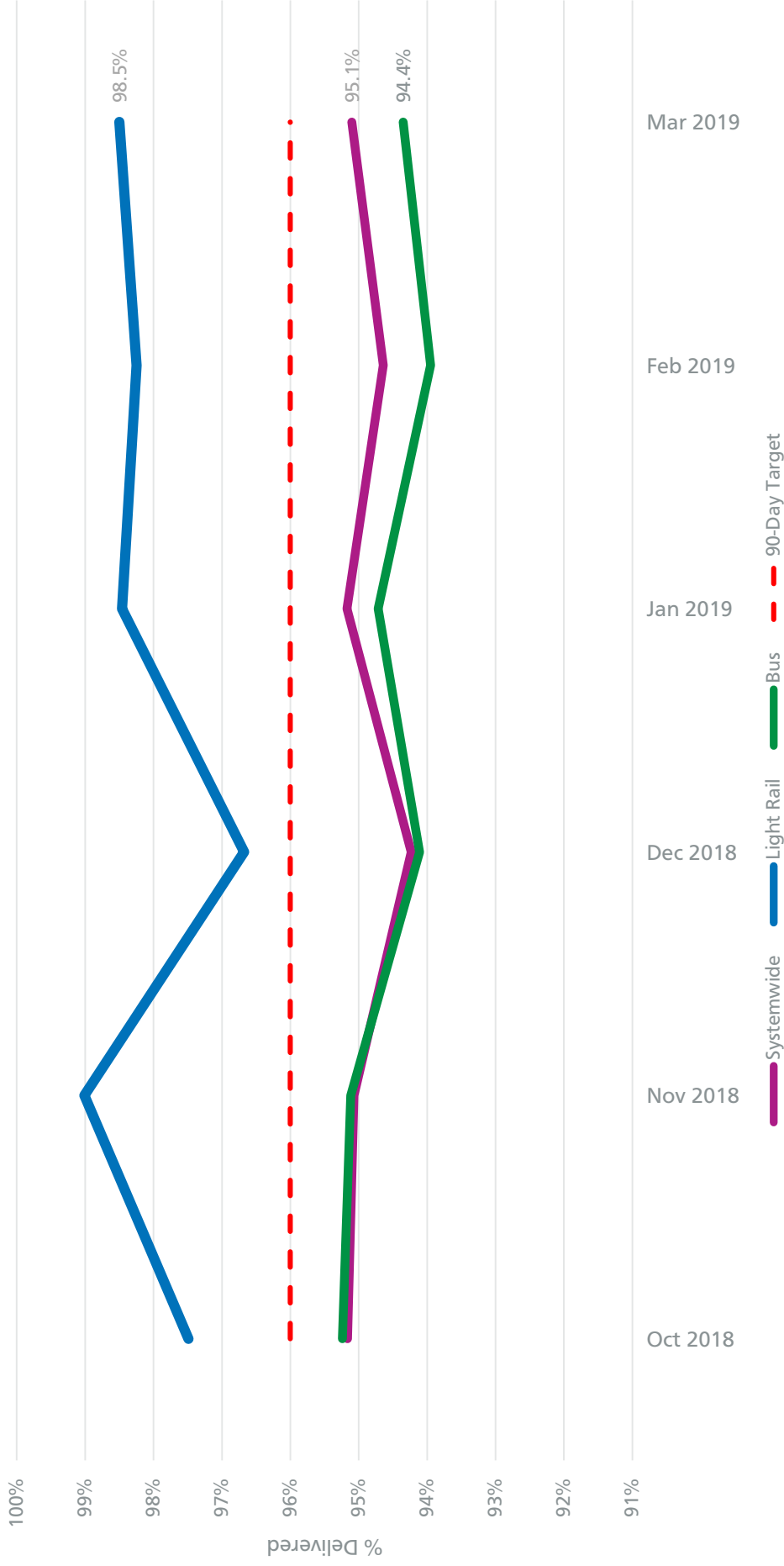
8 Actions

Current 90-Day Action Plan Targets

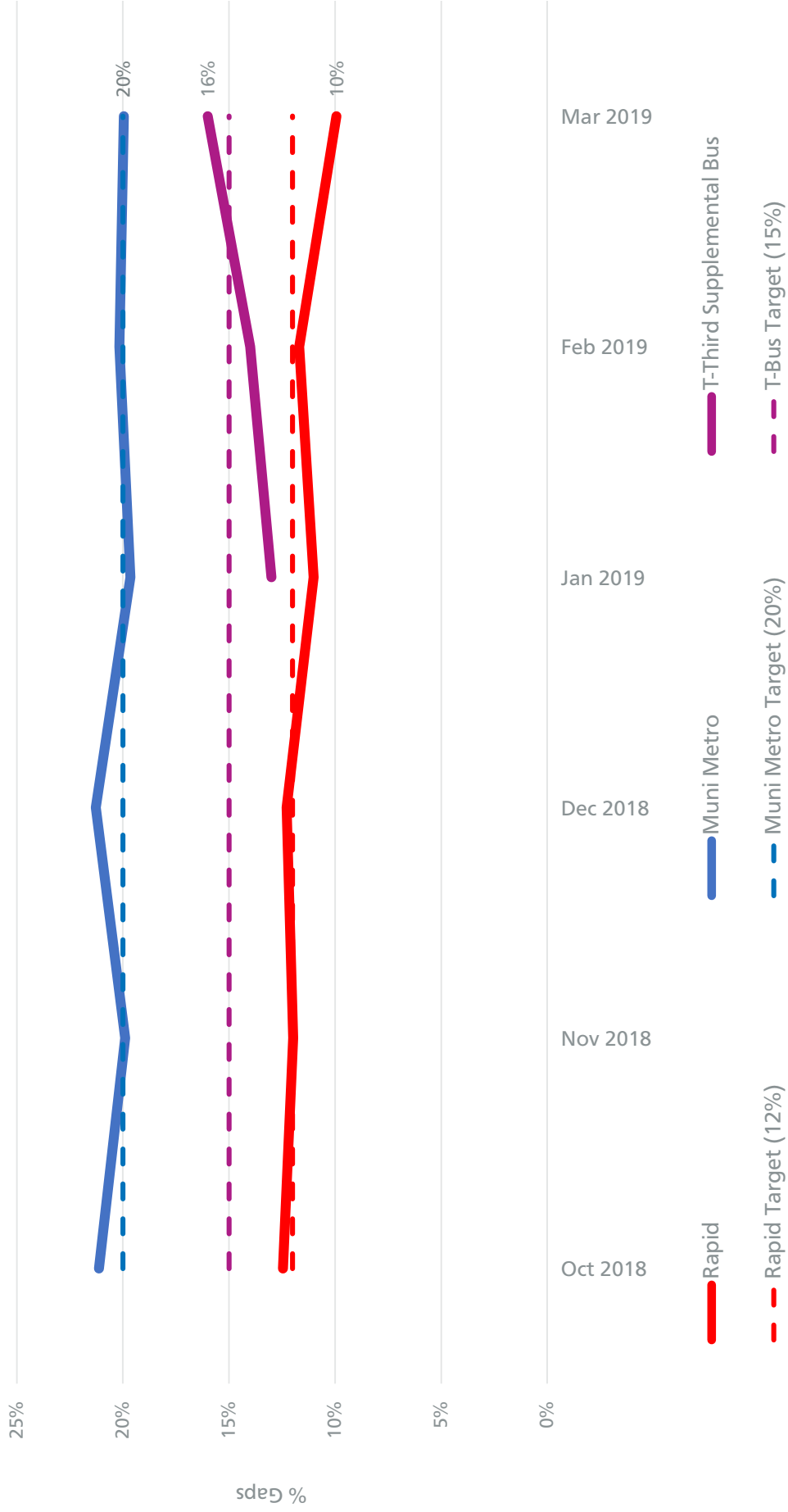
Action	Target	March
Reduce preventable collisions	68/month or less	47*
Reduce peak direction subway delay minutes	10% reduction	-6%
Increase service delivery	96% or above	95.1%
Reduce gaps on Rapid bus lines	12% or below	10%
Reduce gaps on Muni Metro rail lines	20% or below	20%
Improve On-time Performance on low frequency routes	63% or above	58%

* There are 43 collisions in March still awaiting review.

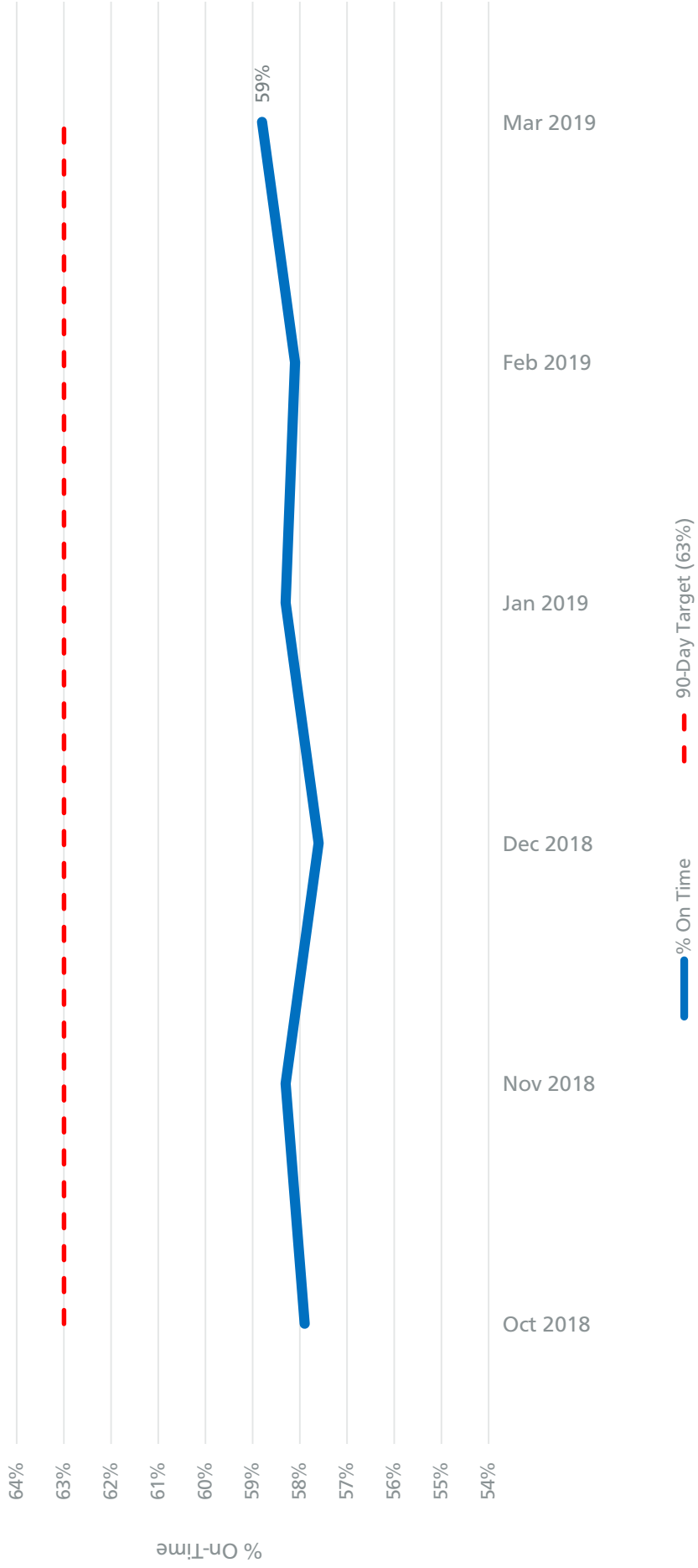
Service Delivery – 96% or more goal



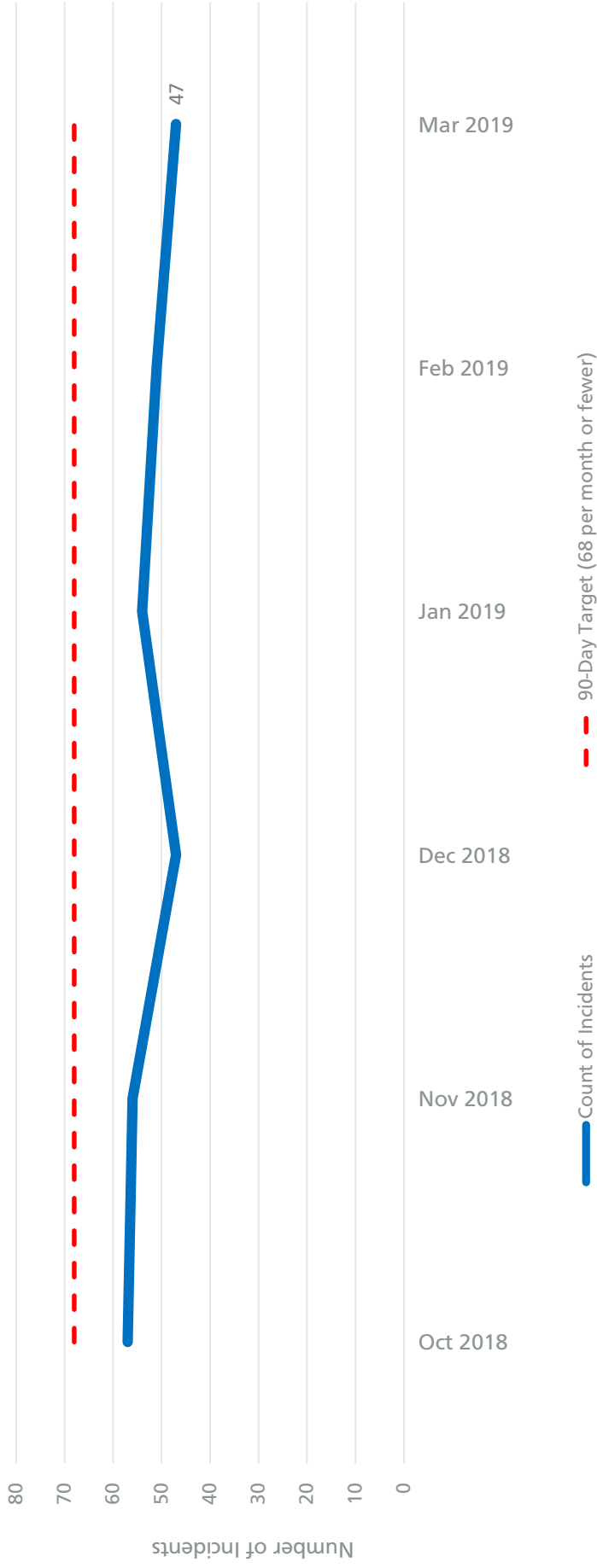
Service Gaps - goal varies by mode



Bus (20-30 min routes) – 63% OTP goal

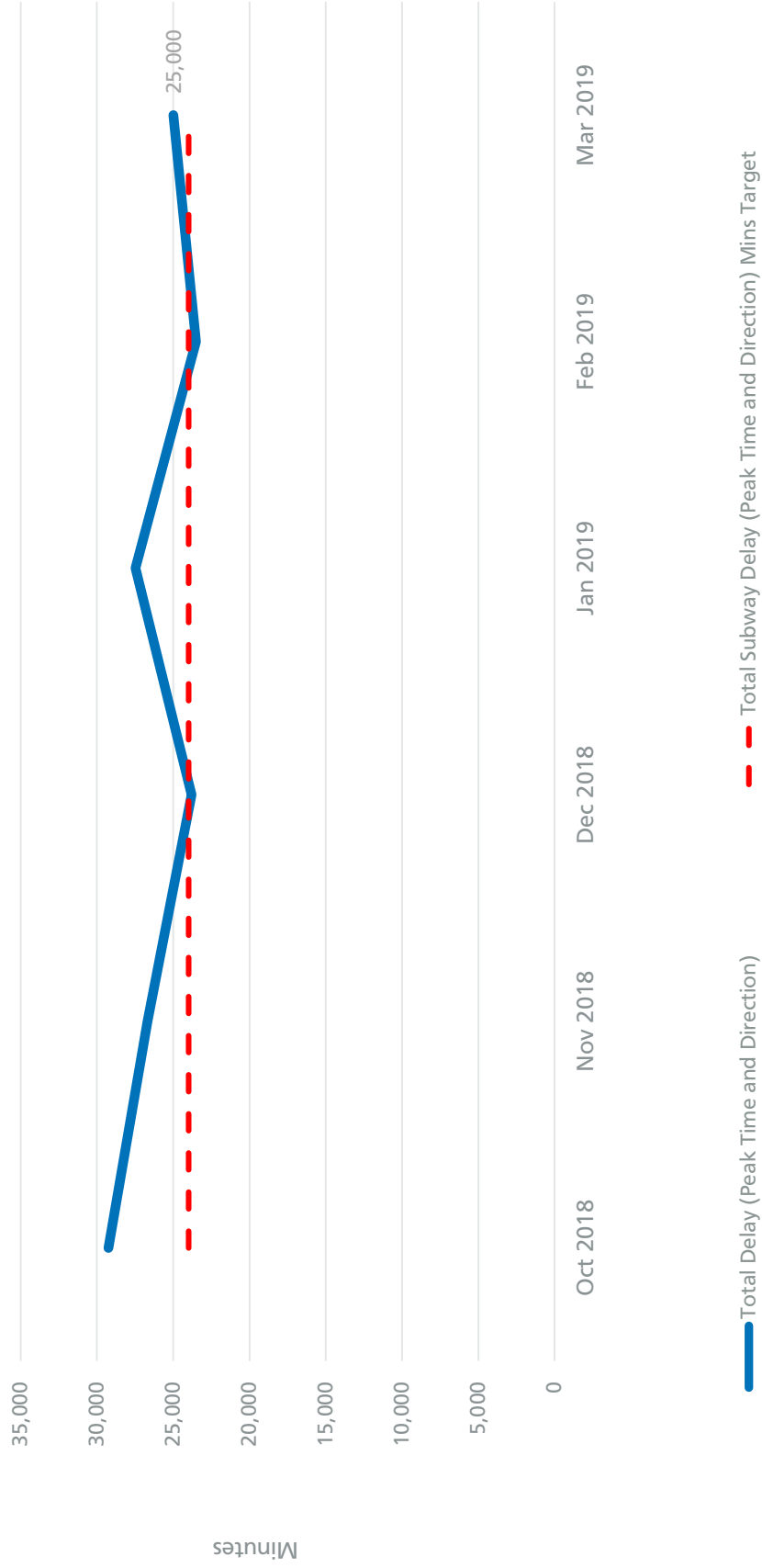


Preventable Collisions: 68 per month or less



Note: There are 43 collisions in March still awaiting review.

Subway Delay: 24,000 minutes or less



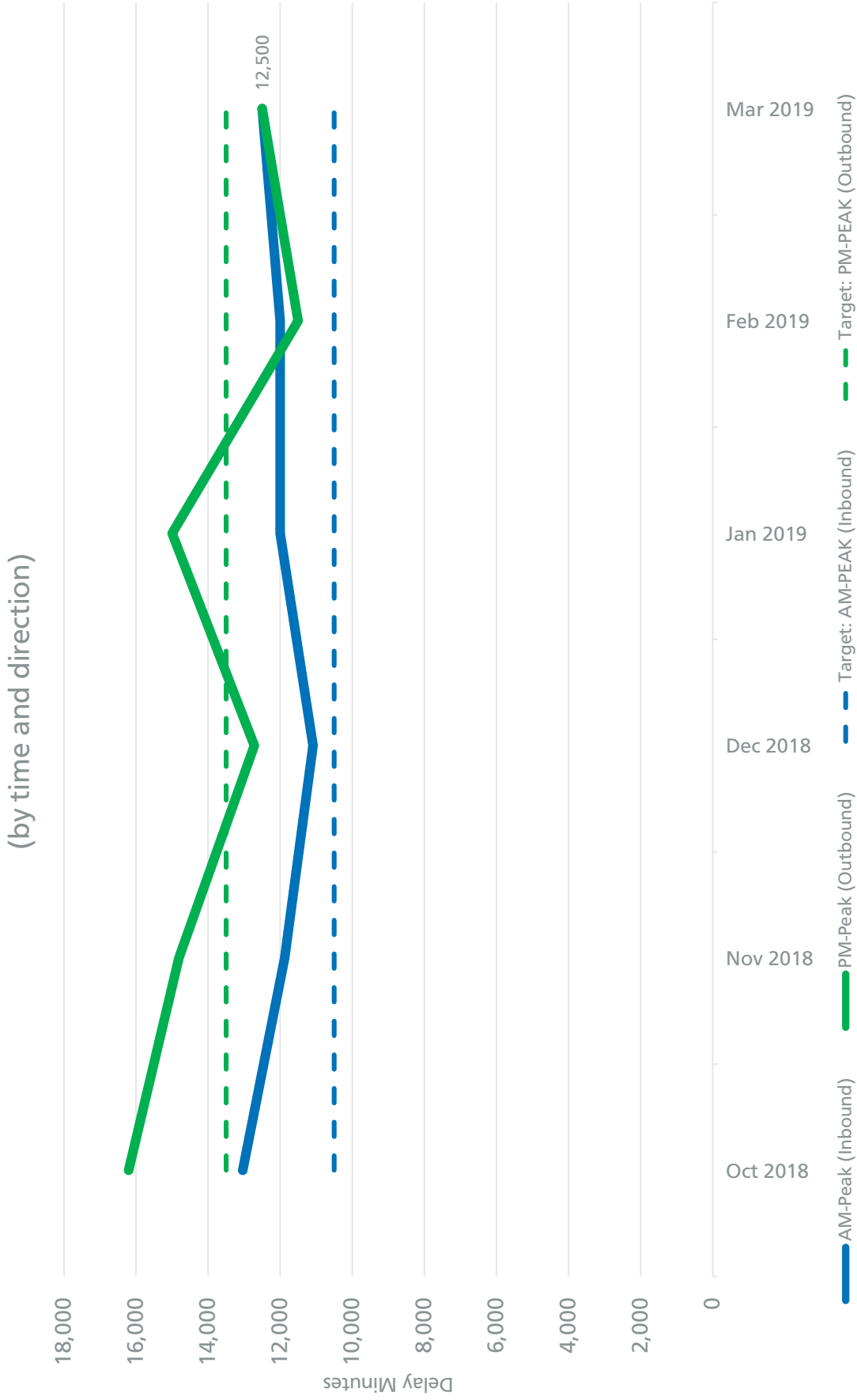
Subway Monthly Performance



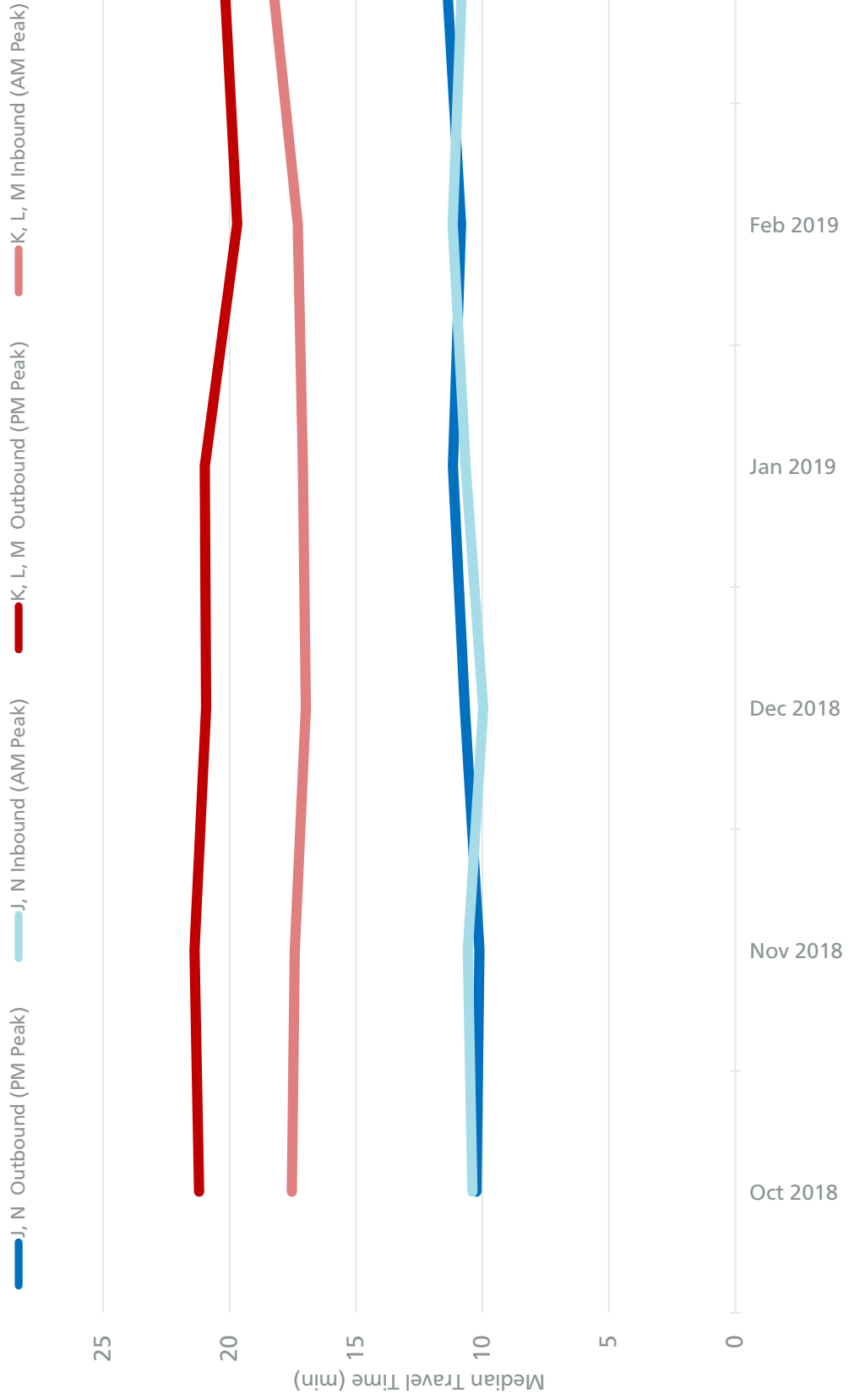
Current Subway Metrics

Metric	Target	March
Subway Delay: Sum of all delay for all trains traveling in subway. Captures time between stations and at platforms (when train is stopped for more than 30 sec)	10% reduction in peak period minutes of delay	-6%
Major Delays: Total number of delays that last more than 20 minutes	4 or fewer 20+ minute delays each month	5
Subway Travel Time and Travel Time Variability: End to end subway travel time, peak period, peak direction	Reduce variability by 5%	Varies by time period: AM variability increased PM variability decreased
Embarcadero Turnaround Times: Captures the time and variability associated with turning trains at Embarcadero Station	5 min or less average turnaround time for near and far pocket	05:13

Subway Metrics – Total Delay



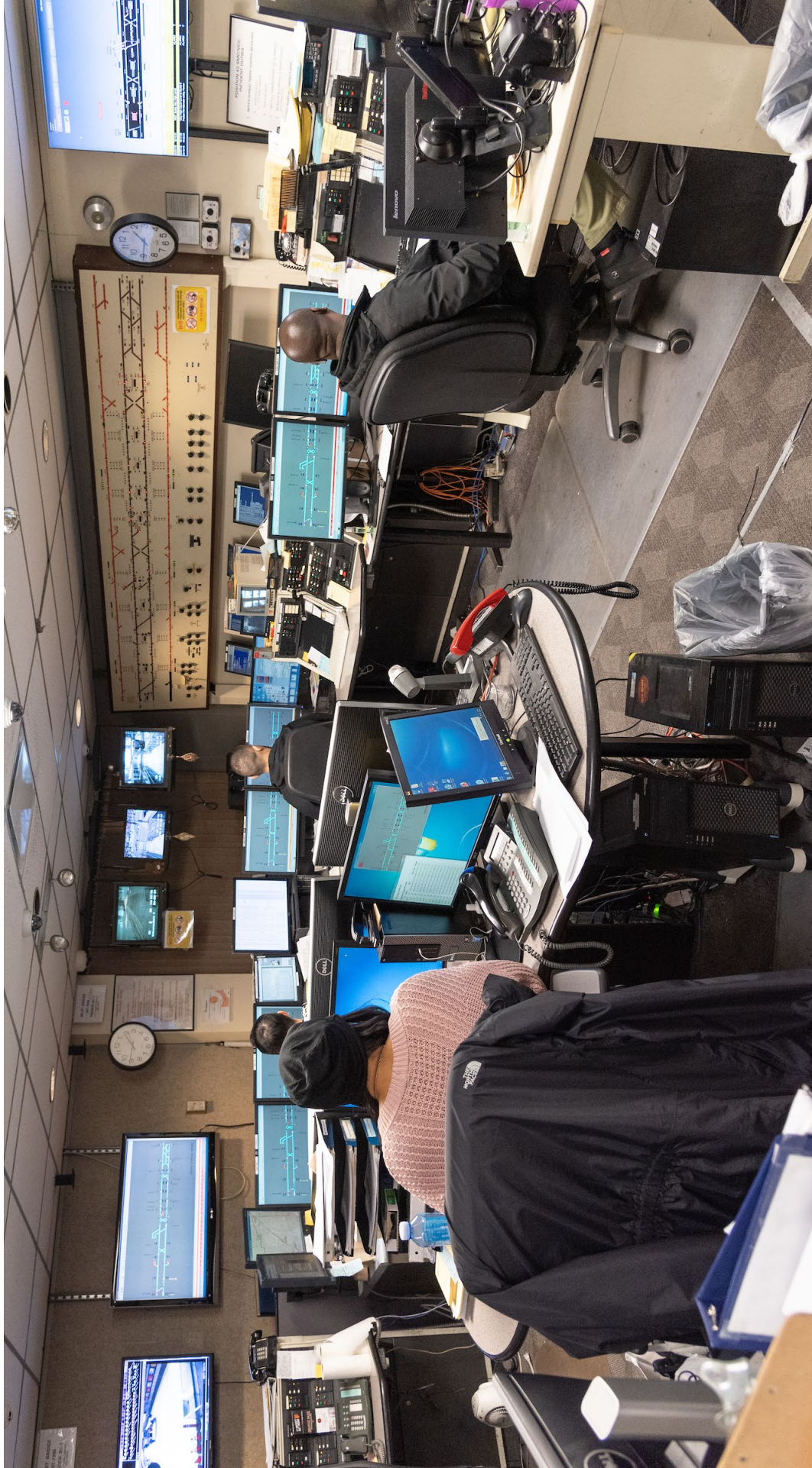
Subway Metrics – Travel Time



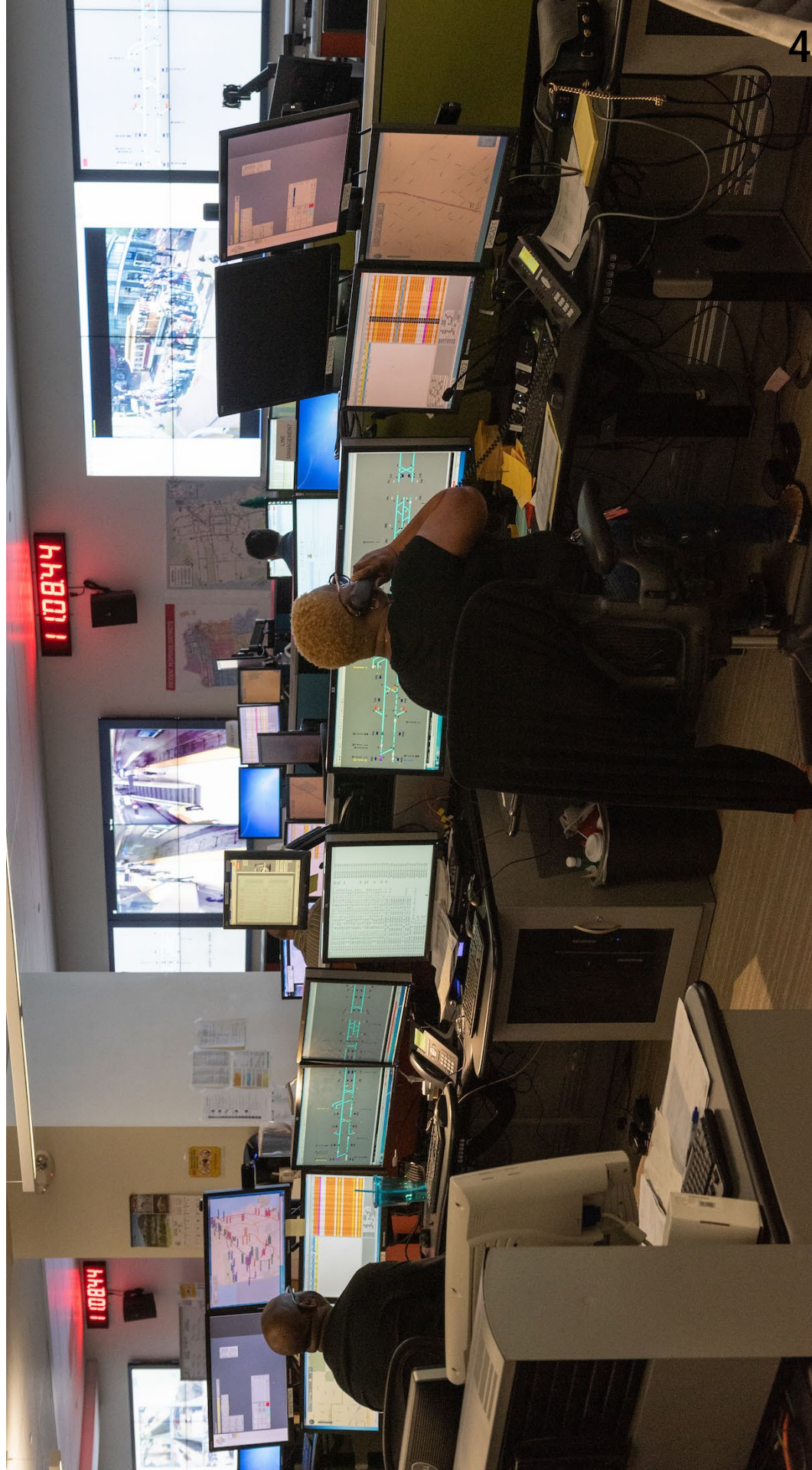
Major Subway Delays (Mar 12 – April 9)

- Broken Pantograph (Mar 18)
- Cracked Track (Mar 23)
- Vehicle ATCS Failure (Mar 27)

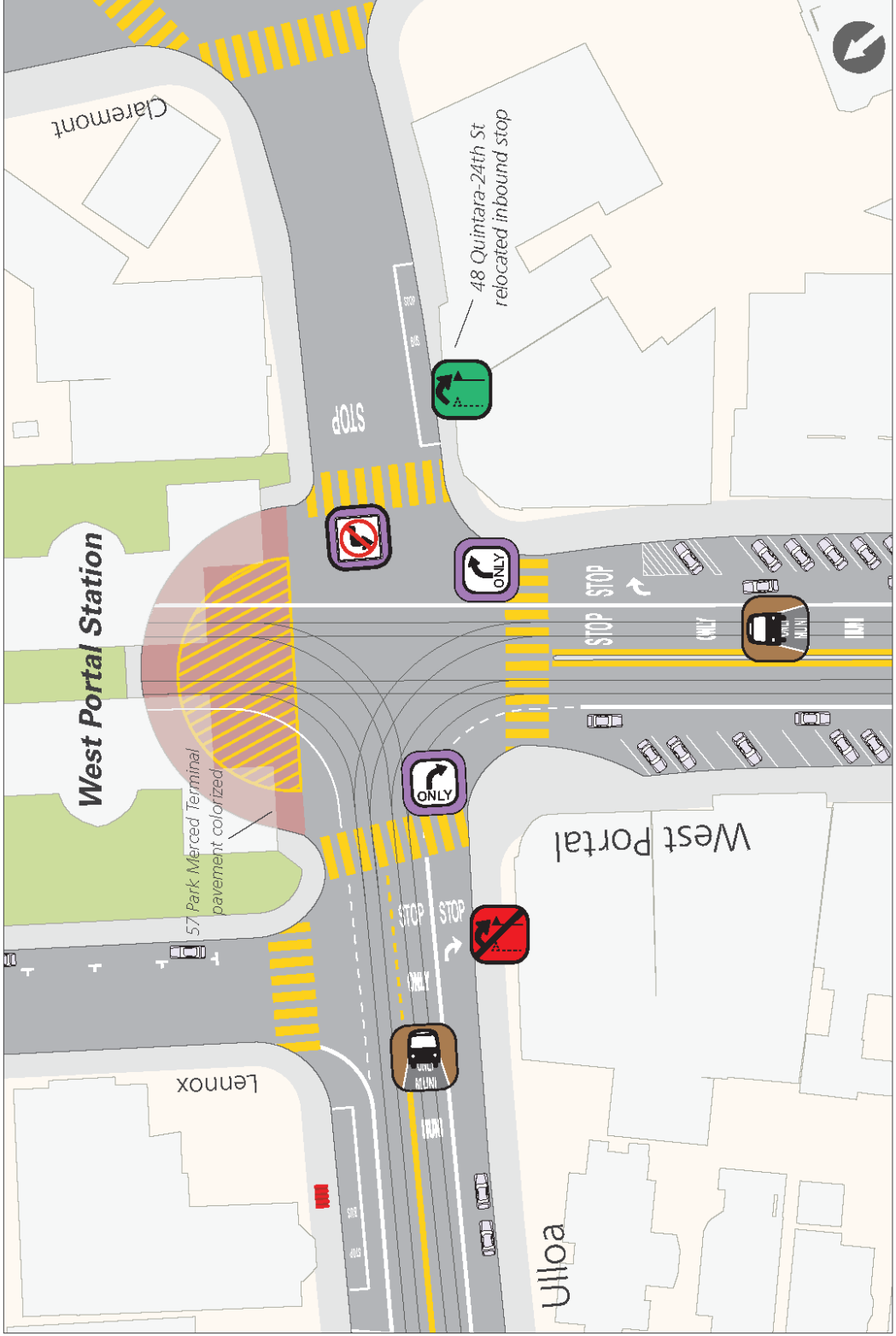
Transitioned Rail to TMC



Transitioned Rail to TMC



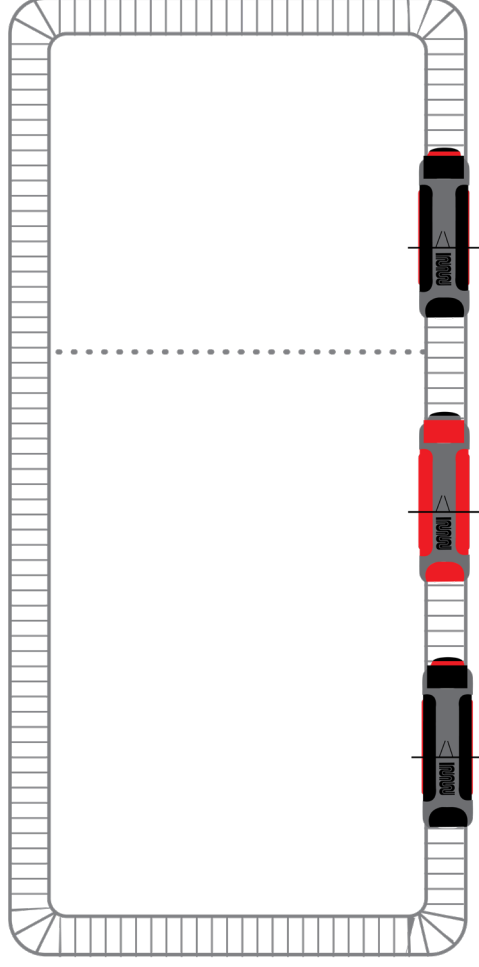
Proposed West Portal Traffic Changes



Switchbacks

What are they? A service management tool where a vehicle traveling in one direction will stop at location near switch, off load passengers and continue in service in opposite direction

Before



Why do we use them?

1. To reduce wait times
2. Blocked tracked due to:
 - Breakdown
 - Infrastructure issue
 - Passenger incident
 - Non-Muni collision

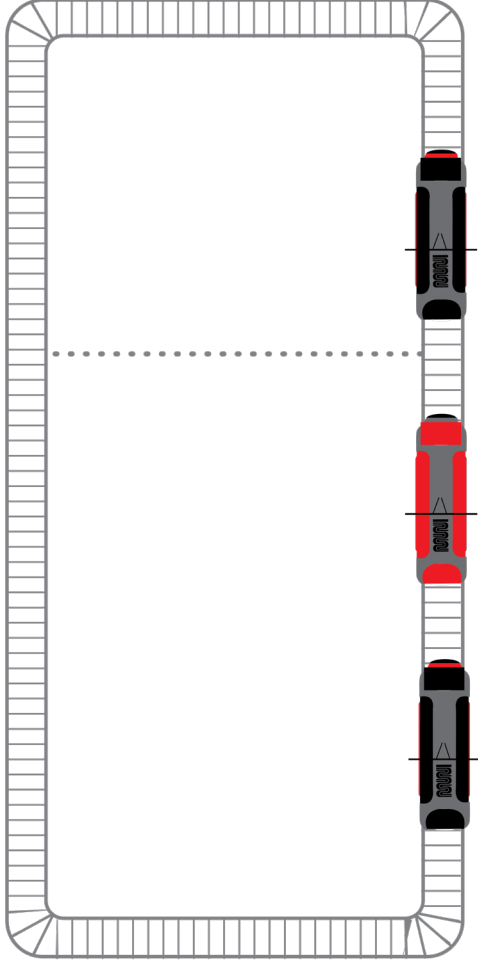
Switchbacks

What are they? A service management tool where a vehicle traveling in one direction will stop at location near switch, off load passengers and continue in service in opposite direction

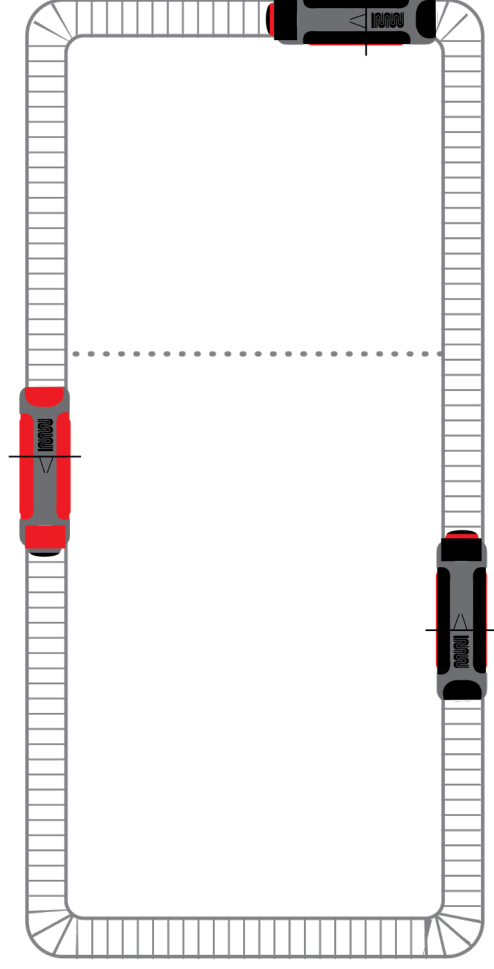
Why do we use them?

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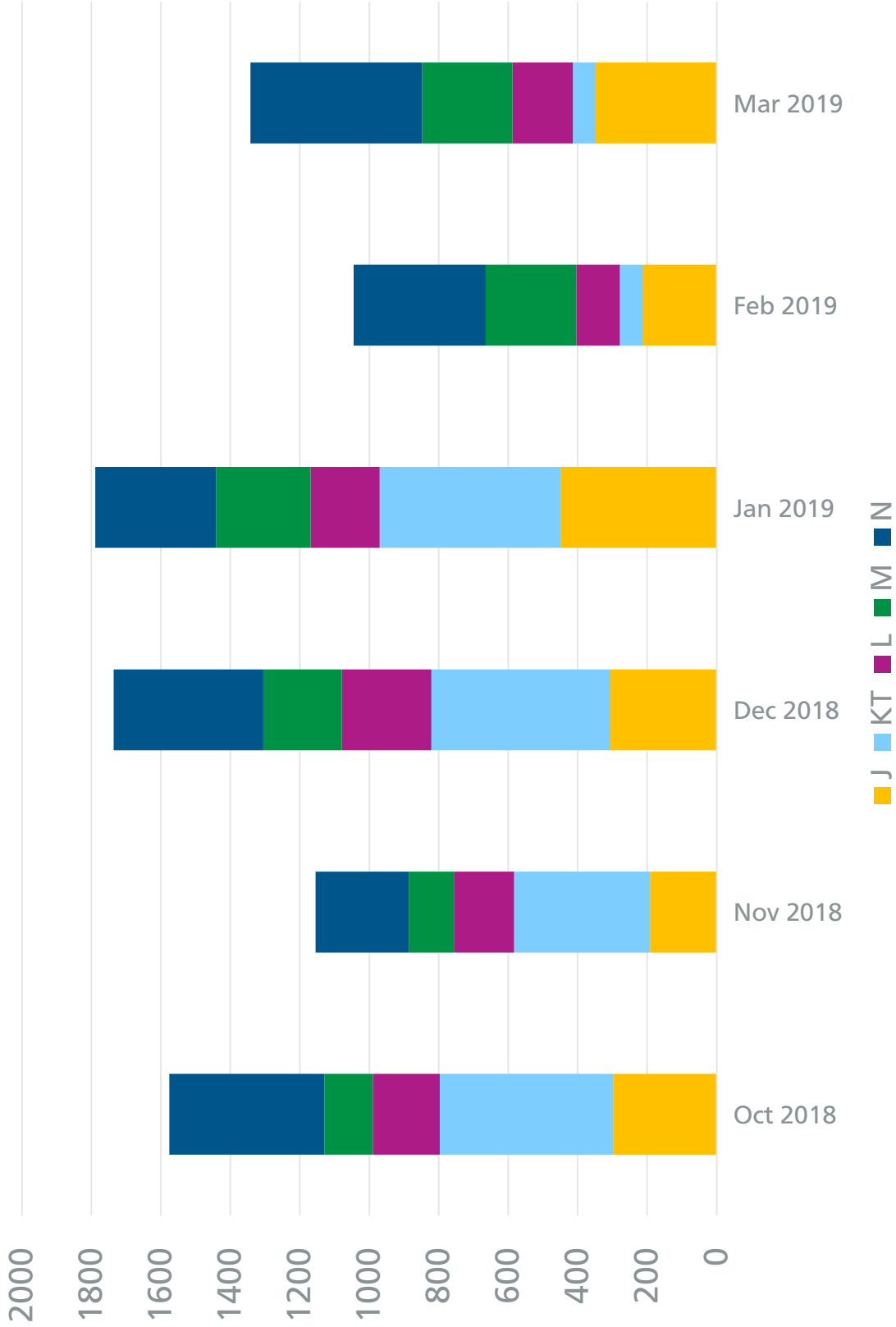
Before



After



Monthly Switchbacks Ordered by Line

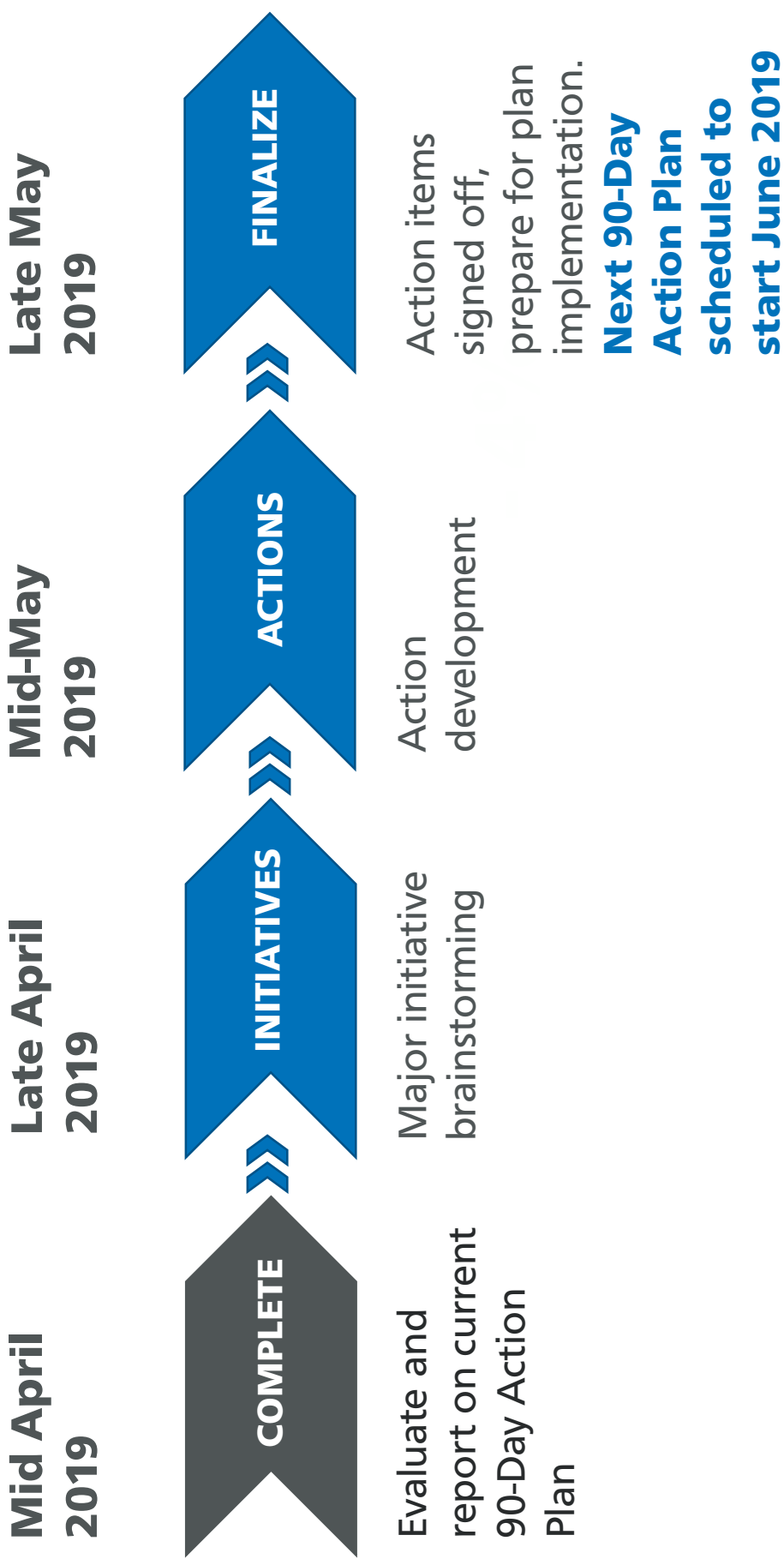


No Switchbacks on Third St

- Initiative started April 6
- Builds on Muni Equity Strategy; focuses on improving service in southeast sector of the City
- Alternative service management strategies will be tested including new schedules, rail line management tools and gap trains



90 Day Action Plan - Next Steps





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Memorandum

Date: April 17, 2019
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 5/14/2019 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2019

<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 March 31, 2019.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" 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 19-32) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report.

Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a “Balance Sheet” (Attachment 1) and a “Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison” (Attachment 2). In Attachment 2, the last two columns show the budget values and the variance of revenues and expenditures as compared to the approved budget. For the nine months ending March 31, 2019, the numbers in the approved budget column are three-fourths of the total proposed 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, 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 2) the other accruals that are done at the end of the FY. The Balance Sheet values, as of March 31, 2019, are used as the basis for the Investment Policy compliance review.

Investment Report.

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

We observe the “Prudent Investor” standard, as stated in California Government Code Section 53600.3, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence, and diligence, taking into account the prevailing circumstances, including, but not limited to, general economic conditions, our anticipated needs, and other relevant factors that a prudent person of a like character and purpose, acting in a fiduciary capacity and familiar with those matters, would use in the stewardship of funds.

The primary objectives for the investment activities, in order of priority, are:

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure preservation of the principal of the funds under its control.
- 2) **Liquidity.** The investment portfolio will remain sufficiently liquid to enable us to meet its reasonably anticipated cash flow requirements.
- 3) **Return on Investment.** The investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles, commensurate with the investment risk parameters and the cash flow characteristics of the portfolio.

Permitted investment instruments are specifically listed in the Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.

Balance Sheet Analysis.

Attachment 1 presents assets, liabilities, and fund balances, as of March 31, 2019. Cash, deposits, investments, and restricted cash (Bonds Proceeds) total to \$169.6 million. Other assets total to \$30.7 million and includes \$6.1 million of program receivable and \$18.4 million in sales tax receivable. Liabilities total \$287.2 million, as of March 31, 2019, and mainly include \$11.4 million in accounts payable and sales tax revenue bond par and premium amount (Series 2017) of \$270.1 million.

There is a negative of \$88.9 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: \$16.3 million is restricted for capital projects and \$105.3 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 do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position. This reporting of all legal funding commitments without the

Agenda Item 7

corresponding revenue or assets creates or largely contributes to the \$105.3 million unassigned negative fund balance.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.

Attachment 2 compares budgeted to actual levels for revenues and expenditures for the first nine months (three quarters) of the fiscal year. We earned \$100.8 million in revenues, including \$87.9 million in sales tax revenues, \$3.7 million in vehicle registration fee, \$7.3 million in total program revenues and \$1.9 in investment income for the nine months ending March 31, 2019. Revenues were lower than budgetary estimates by \$1.1 million due to the right-of-way acquisition from the U.S. Coast Guard that has not yet incurred for Yerba Buena Island Southgate Road Realignment Improvements Project and lower spending than anticipated for Yerba Buena Island Bridge Structures. We expect the expenditure to come in during 4th quarter and anticipate to receive the 2nd distribution of TFCA revenue near the end of FY2018/19.

As of March 31, 2019, we incurred \$71.9 million of expenditures, including \$32.7 million in capital projects costs, \$33.3 million in debt service cost for the Sales Tax Revenue Bonds and the revolving credit loan agreement, and \$5.9 million for personnel and non-personnel expenditures. Total expenditures were lower than the budgetary estimates by \$90.7 million. This amount includes \$2.1 million for personnel and non-personnel expenditures, which were lower than expected due to operating and various project expenditures incurring later than anticipated. We anticipate more expenditures to be incurred in the 4th quarter. The favorable variance of \$96.6 million in capital project costs is mainly due to sponsors billing other non-Prop K sources first, and a longer than anticipated lag between when SFMTA transit vehicles are placed into revenue service and when the Transportation Authority receives a reimbursement request. The variance in capital project costs is also due to the delay in expenditures for the TIMMA program. We did not initiate major engineering activities during the first three quarters, and now we expect the expenditures will not incur until next fiscal year due to a revised program launch date of July 2021. The unfavorable variance of \$8.1 million of debt service cost is due to timing of the final repayment made to the revolving credit agreement's outstanding \$24.7 million balance. The payment was made on December 4, 2018 to minimize interest costs in the current rising interest environment.

Investment Compliance.

As of March 31, 2019, approximately 66.5 percent of our investable assets, excluding the bond proceeds held by US Bank, per the terms of the debt indenture, were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next nine months. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

Debt Expenditure Compliance.

As of March 31, 2019, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$106.8 million. The available balance of remaining bond proceeds to be spent is \$97.2 million. Total earned interest to date from bond proceeds amounts to \$7.9 million. More details on these expenditures are included in Attachment 4.

FINANCIAL IMPACT

None. This is an information item.

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CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Balance Sheet (unaudited)

Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget
Comparison (unaudited)

Attachment 3 – Investment Report for March 31, 2019

Attachment 4 – Debt Expenditure Report for March 31, 2019

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
ATTACHMENT 1

Balance Sheet (unaudited)
 Governmental Funds
 March 31, 2019

	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	\$ 3,785,235	\$ -	\$ 1,377,310	\$ 15,653,725	\$ -	\$ 20,816,270
Deposits and Investments with City Treasurer	41,258,132	-	-	-	-	41,258,132
Restricted Cash (Bond Proceeds)	107,513,004	-	-	-	-	107,513,004
Sales Tax Receivable	18,448,148	-	-	-	-	18,448,148
Vehicle Registration Fees Receivable	-	-	-	1,233,886	-	1,233,886
Interest Receivable from the City and County of San Francisco	71,199	-	-	-	-	71,199
Program Receivable	-	4,744,335	-	-	1,373,145	6,117,480
Other Receivable	534,786	-	-	-	-	534,786
Due From Other Funds	4,243,314	-	-	-	-	4,243,314
Prepaid Costs and Deposits	81,580	-	-	-	-	81,580
Total Assets	\$ 175,935,398	\$ 4,744,335	\$ 1,377,310	\$ 16,887,611	\$ 1,373,145	\$ 200,317,799
Liabilities:						
Accounts Payable	\$ 9,573,122	\$ 523,093	\$ 91,976	\$ 1,157,594	\$ 7,557	\$ 11,353,342
Accrued Salaries and Taxes	22,267	-	-	-	-	22,267
Due to Other Funds	-	2,176,149	441,185	260,392	1,365,588	4,243,314
Bond Interest Payable	1,402,042	-	-	-	-	1,402,042
Sales Tax Revenue Bond (Series 2017)	270,133,005	-	-	-	-	270,133,005
Total Liabilities	\$ 281,130,436	\$ 2,699,242	\$ 533,161	\$ 1,417,986	\$ 1,373,145	\$ 287,153,970
Deferred Inflows of Resources:						
Unavailable Program Revenues	\$ -	\$ 2,045,093	\$ -	\$ -	\$ -	\$ 2,045,093
Fund Balances (Deficit):						
Nonspendable	81,580	-	-	-	-	81,580
Restricted for Capital Projects	-	-	844,149	15,469,625	-	16,313,774
Unassigned	(105,276,618)	-	-	-	-	(105,276,618)
Total Fund Balances (Deficit)	\$ (105,195,038)	\$ -	\$ 844,149	\$ 15,469,625	\$ -	\$ (88,881,264)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 175,935,398	\$ 4,744,335	\$ 1,377,310	\$ 16,887,611	\$ 1,373,145	\$ 200,317,799

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
ATTACHMENT 2
 Statement of Revenue, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
 Governmental Funds

For the Nine Months Ending March 31, 2019

	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	Proposed Budget Fiscal Year 2018/19	Variance With Final Budget Positive (Negative)
Revenues:								
Sales Tax	\$ 87,916,003	\$ -	\$ -	\$ -	\$ -	\$ 87,916,003	\$ 82,241,613	\$ 5,674,390
Vehicle Registration Fee	-	-	-	3,673,501	-	3,673,501	3,697,500	(23,999)
Investment Income	1,874,705	-	1,087	6,072	-	1,881,864	1,891,125	(9,261)
Program Revenue	3,409	5,273,426	374,708	-	1,638,070	7,289,613	14,029,695	(6,740,082)
Other Revenue	41,622	-	-	-	-	41,622	38,727	2,895
Total Revenues	\$ 89,835,739	\$ 5,273,426	\$ 375,795	\$ 3,679,573	\$ 1,638,070	\$ 100,802,603	\$ 101,898,660	\$ (1,096,057)
Expenditures:								
Personnel Expenditures	\$ 2,508,868	\$ 1,278,543	\$ 25,368	\$ 177,749	\$ 372,910	\$ 4,363,438	\$ 5,735,964	\$ 1,372,526
Non-personnel Expenditures	1,493,389	50,021	-	35	22,275	1,565,720	2,326,911	761,191
Capital Project Costs	28,000,403	4,188,692	54,893	118,620	345,590	32,708,198	129,312,237	96,604,039
Debt Service								
Principal	24,663,184	-	-	-	-	24,663,184	18,497,388	(6,165,796)
Interest and fiscal charges	8,621,234	-	-	-	-	8,621,234	6,719,583	(1,901,651)
Total Expenditures	\$ 65,287,078	\$ 5,517,256	\$ 80,261	\$ 296,404	\$ 740,775	\$ 71,921,774	\$ 162,592,083	\$ 90,670,309
Excess of Revenues over Expenditures	\$ 24,548,661	\$ (243,830)	\$ 295,534	\$ 3,383,169	\$ 897,295	\$ 28,880,829	\$ (60,693,423)	\$ 89,574,252
Other financing sources (uses):								
Transfers In and out	\$ 653,465	\$ 243,830	\$ -	\$ -	\$ (897,295)	\$ -	\$ -	\$ -
Net Change in Fund Balances	\$ 25,202,126	\$ -	\$ 295,534	\$ 3,383,169	\$ -	\$ 28,880,829	\$ (60,693,423)	\$ 82,756,227
Fund Balances (Deficit), Beginning of the Period	139,735,841	-	548,615	12,086,456	-	152,370,912		
Sales Tax Revenue Bond (Series 2017)	(270,133,005)	-	-	-	-	(270,133,005)		
Fund Balances (Deficit), End of the Period	\$ (105,195,038)	\$ -	\$ 844,149	\$ 15,469,625	\$ -	\$ (88,881,264)		

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 March 2019

April 15, 2019

The Honorable London N. Breed
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

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 March 31, 2019. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2019 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	March 2019	Fiscal YTD	February 2019
Average Daily Balance	\$ 10,348	\$ 11,417	\$ 10,211	\$ 11,016
Net Earnings	176.42	23.36	153.06	21.22
Earned Income Yield	2.27%	2.41%	2.25%	2.51%

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	9.48%	\$ 1,100.6	\$ 1,103.1	0.88%	2.20%	301
Federal Agencies	47.54%	5,540.8	5,530.7	2.22%	2.27%	695
State & Local Government						
Agency Obligations	1.20%	141.7	139.9	2.21%	1.96%	415
Public Time Deposits	0.30%	35.2	35.2	2.52%	2.52%	104
Negotiable CDs	19.31%	2,270.0	2,246.8	2.82%	2.82%	144
Commercial Paper	8.91%	1,027.4	1,036.4	0.00%	2.81%	113
Medium Term Notes	0.46%	53.3	53.4	2.19%	2.44%	219
Money Market Funds	7.04%	819.4	819.4	2.33%	2.33%	1
Supranationals	5.75%	666.9	668.4	1.43%	2.31%	457
Totals	100.0%	\$ 11,655.4	\$ 11,633.2	1.99%	2.42%	430

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

Very truly yours,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Reeta Madhavan, Eric Sandler
Ben Rosenfield - Controller, Office of the Controller
Tonia Lediju, Ph.D. - Chief Audit Executive, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary Pooled Fund

As of March 31, 2019

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 1,110.0	\$ 1,100.6	\$ 1,103.1	100.22	9.48%	100%	Yes
Federal Agencies	5,544.9	5,540.8	5,530.7	99.82	47.54%	100%	Yes
State & Local Government Agency Obligations	140.1	141.7	139.9	98.74	1.20%	20%	Yes
Public Time Deposits	35.2	35.2	35.2	100.00	0.30%	100%	Yes
Negotiable CDs	2,270.0	2,270.0	2,246.8	98.98	19.31%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	1,045.0	1,027.4	1,036.4	100.87	8.91%	25%	Yes
Medium Term Notes	53.5	53.3	53.4	100.18	0.46%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government LAIF	819.4	819.4	819.4	100.00	7.04%	20%	Yes
Supranationals	671.0	666.9	668.4	100.22	5.75%	30%	Yes
TOTAL	\$ 11,689.1	\$ 11,655.4	\$ 11,633.2	99.81	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.

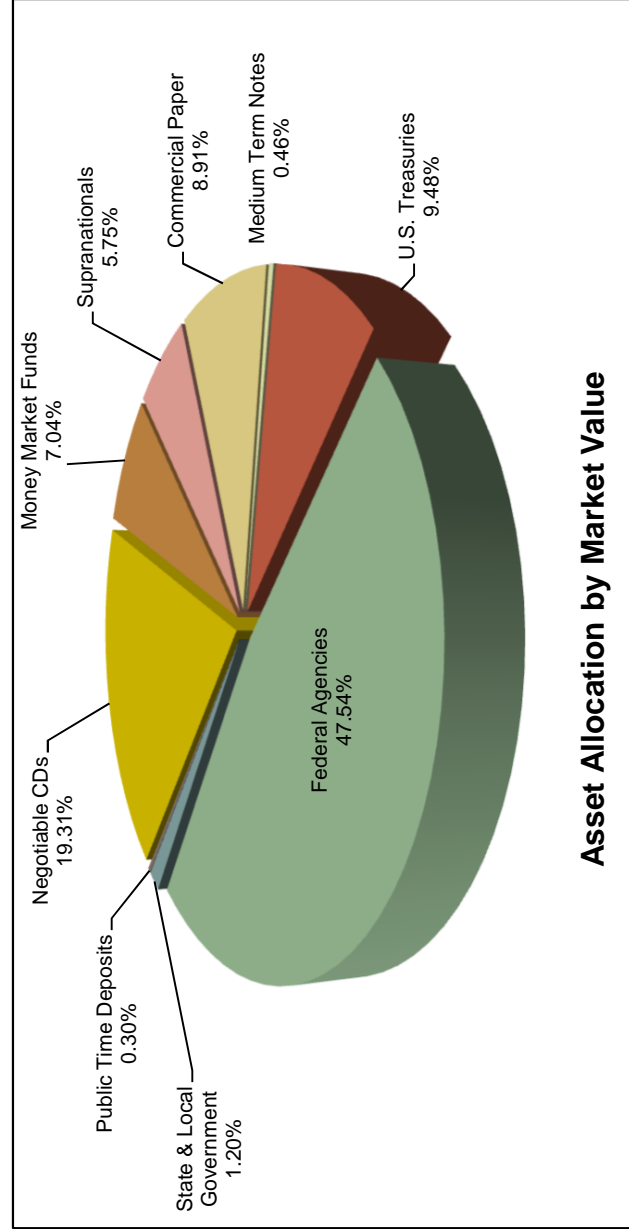
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

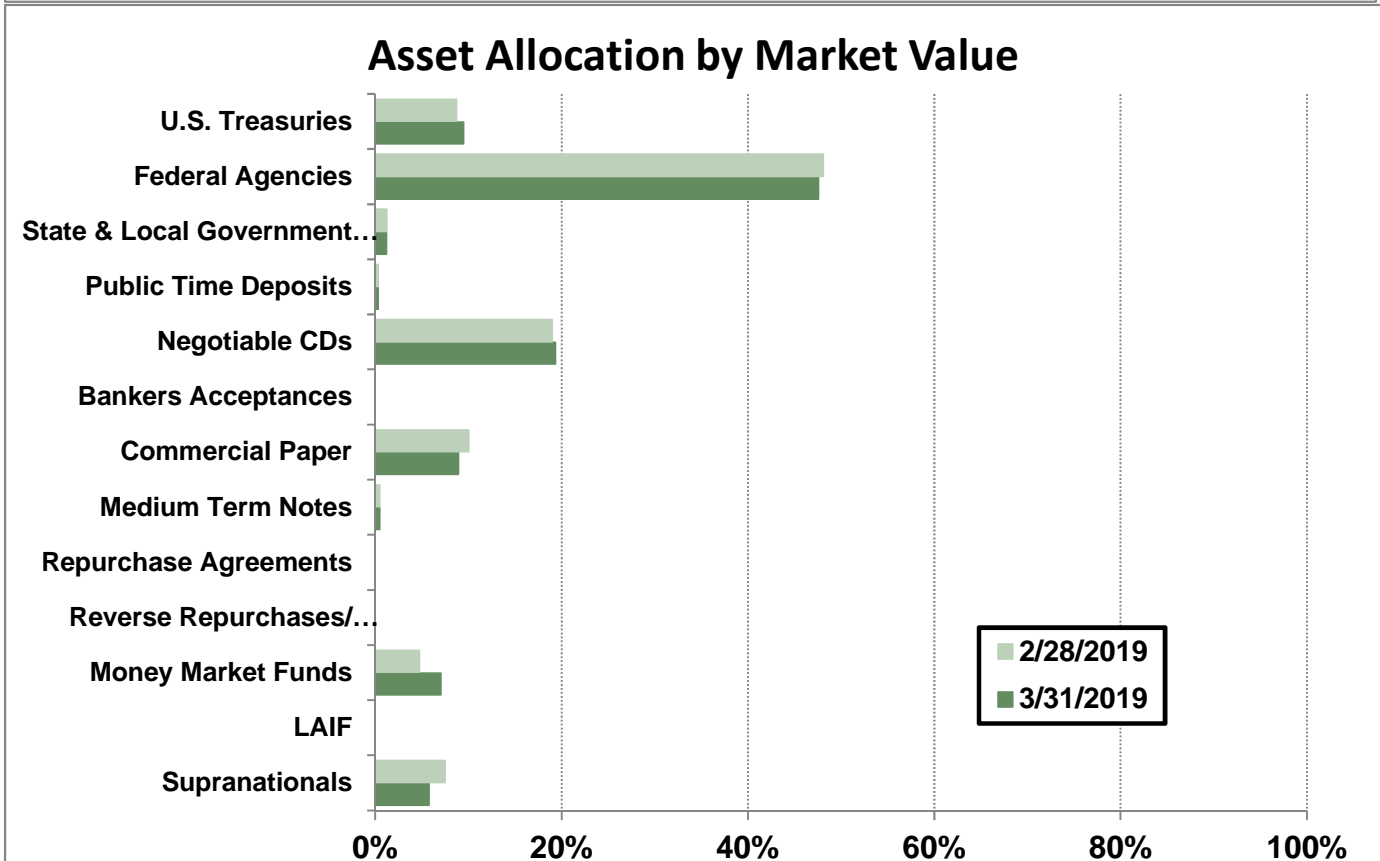
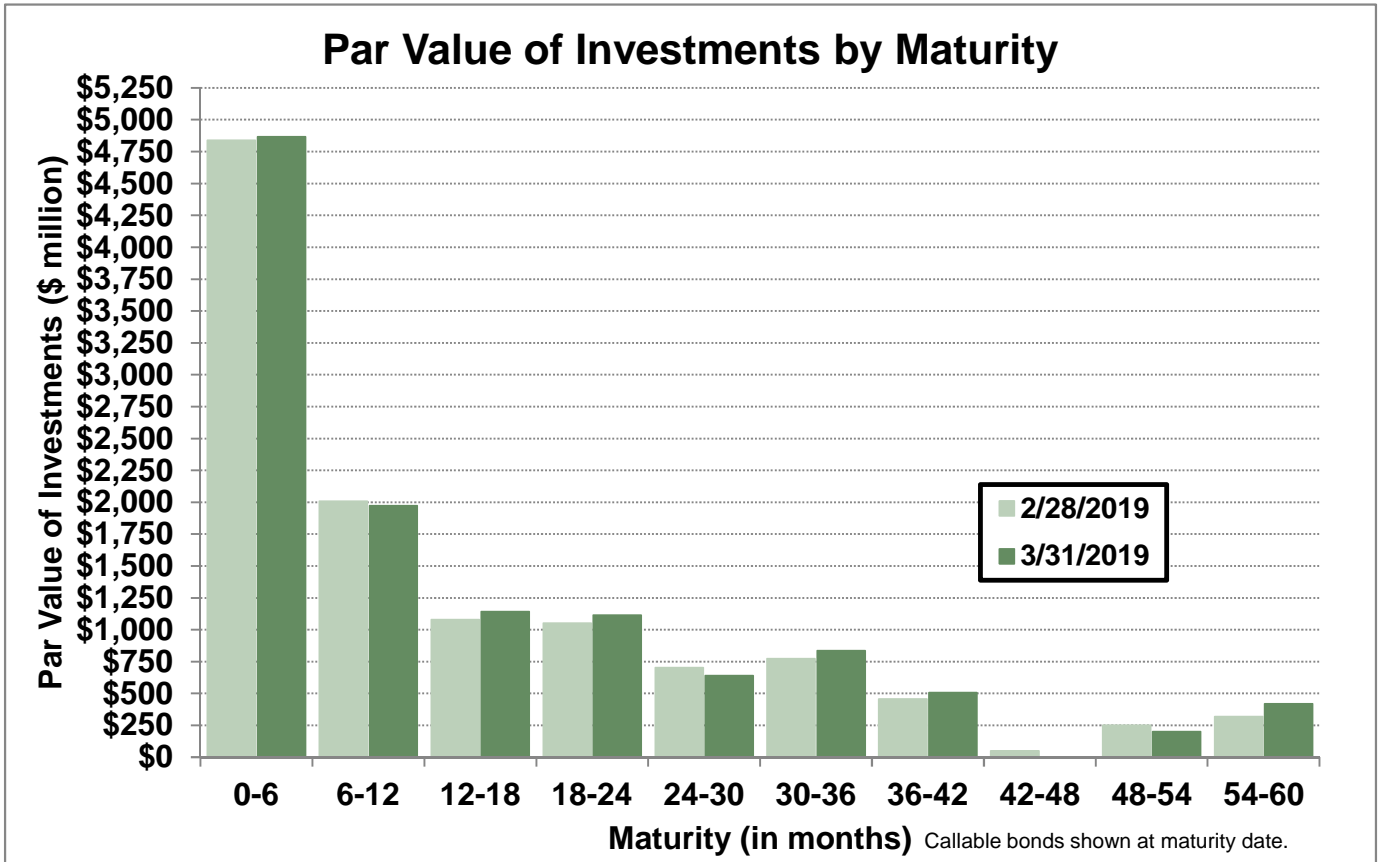
For the month ended March 31, 2019

Average Daily Balance \$11,417,178,106
 Net Earnings \$23,360,854
 Earned Income Yield 2.41%
 Weighted Average Maturity 430 days

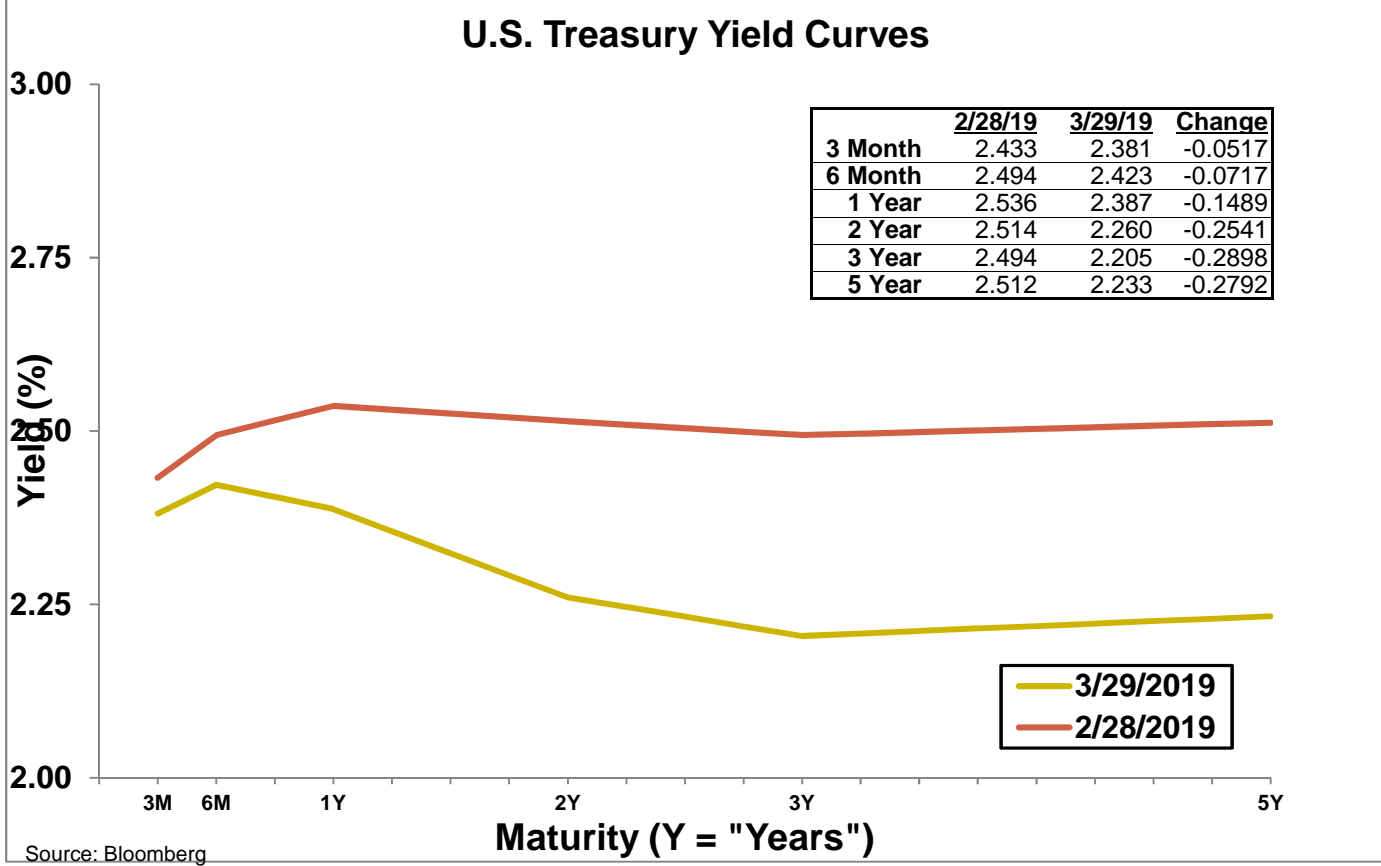
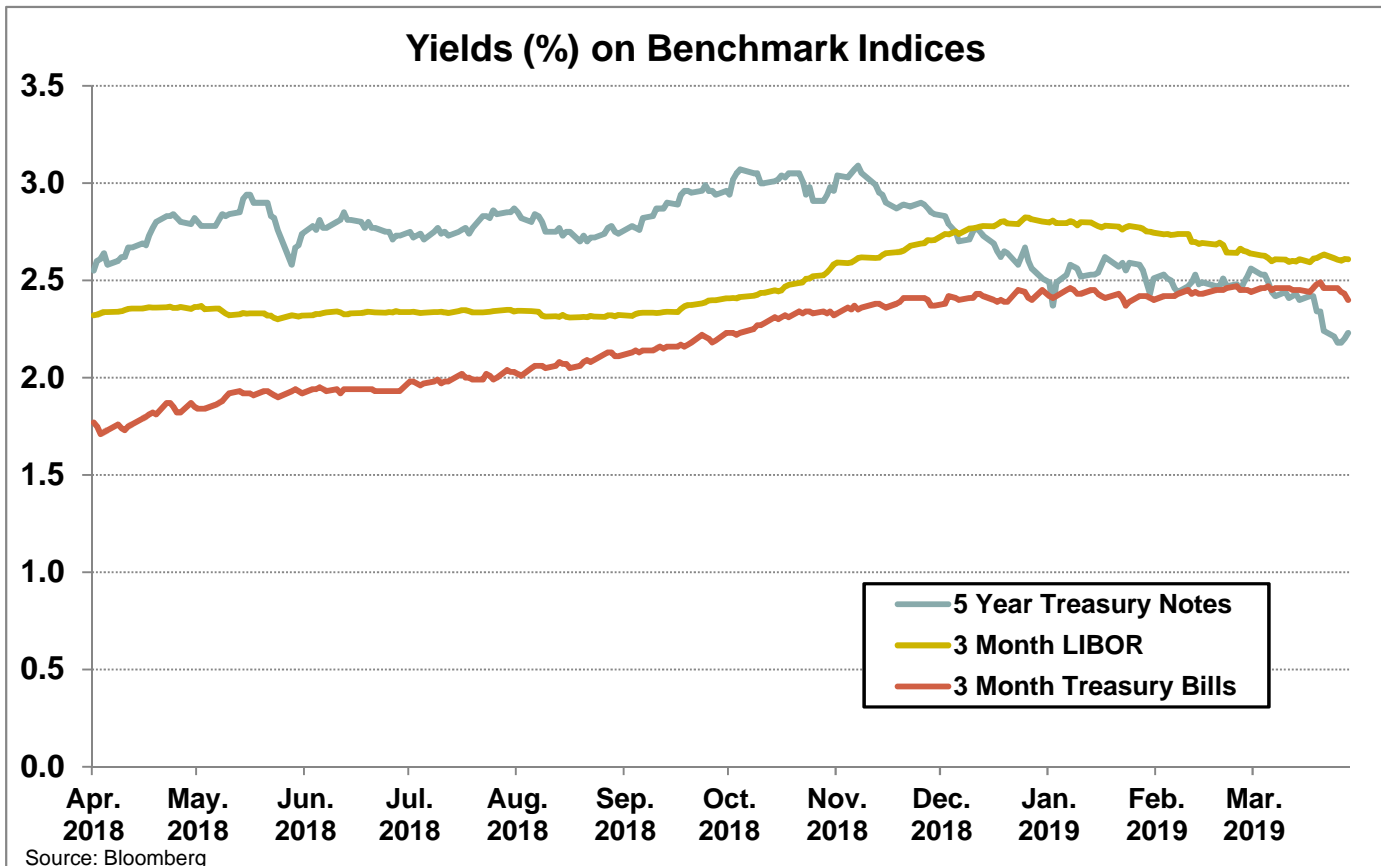
Investment Type	Par Value (\$ million)	Book Value	Market Value
U.S. Treasuries	\$ 1,110.0	\$ 1,100.6	\$ 1,103.1
Federal Agencies	5,544.9	5,540.8	5,530.7
State & Local Government			
Agency Obligations	140.1	141.7	139.9
Public Time Deposits	35.2	35.2	35.2
Negotiable CDs	2,270.0	2,270.0	2,246.8
Commercial Paper	1,045.0	1,027.4	1,036.4
Medium Term Notes	53.5	53.3	53.4
Money Market Funds	819.4	819.4	819.4
Supranationals	671.0	666.9	668.4
Total	\$ 11,689.1	\$ 11,655.4	\$ 11,633.2



Portfolio Analysis Pooled Fund



Yield Curves



Investment Inventory Pooled Fund

As of March 31, 2019

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
U.S. Treasuries	912796UV9	TREASURY BILL	3/14/2019	4/2/2019	0.00	\$ 50,000,000	\$ 49,937,274	\$ 49,996,699	\$ 49,996,500
U.S. Treasuries	912796UV9	TREASURY BILL	3/14/2019	4/2/2019	0.00	50,000,000	49,937,392	49,996,705	49,996,500
U.S. Treasuries	912796UV9	TREASURY BILL	3/26/2019	4/2/2019	0.00	50,000,000	49,976,472	49,996,639	49,996,500
U.S. Treasuries	912796RD3	TREASURY BILL	3/26/2019	4/4/2019	0.00	50,000,000	49,969,750	49,989,917	49,990,000
U.S. Treasuries	912796RD3	TREASURY BILL	3/26/2019	4/4/2019	0.00	50,000,000	49,969,873	49,989,958	49,990,000
U.S. Treasuries	912796UW7	TREASURY BILL	3/25/2019	4/9/2019	0.00	50,000,000	49,949,646	49,973,144	49,973,500
U.S. Treasuries	912828Q52	US TREASURY	5/10/2018	4/15/2019	0.88	50,000,000	49,371,094	49,974,104	49,970,000
U.S. Treasuries	912828Q52	US TREASURY	6/7/2018	4/15/2019	0.88	50,000,000	49,394,531	49,972,832	49,970,000
U.S. Treasuries	912828R44	US TREASURY	5/10/2018	5/15/2019	0.88	35,000,000	34,499,609	34,940,494	34,932,800
U.S. Treasuries	912796QH5	TREASURY BILL	5/24/2018	5/23/2019	0.00	60,000,000	58,619,833	59,802,833	59,796,600
U.S. Treasuries	912828XS4	US TREASURY	6/20/2017	5/31/2019	1.25	50,000,000	49,896,484	49,991,252	49,900,000
U.S. Treasuries	912796QM4	TREASURY BILL	10/1/2018	6/20/2019	0.00	40,000,000	39,300,606	39,786,444	39,790,000
U.S. Treasuries	912828T59	US TREASURY	5/18/2018	10/15/2019	1.00	25,000,000	24,492,188	24,805,749	24,803,750
U.S. Treasuries	912828T59	US TREASURY	8/15/2018	10/15/2019	1.00	50,000,000	49,134,766	49,599,880	49,607,500
U.S. Treasuries	9128283N8	US TREASURY	1/16/2018	12/31/2019	1.88	50,000,000	49,871,094	49,950,532	49,789,000
U.S. Treasuries	912828XU9	US TREASURY	6/20/2017	6/15/2020	1.50	100,000,000	98,333,104	98,982,422	98,464,500
U.S. Treasuries	912828XU1	US TREASURY	12/20/2018	6/15/2020	1.50	100,000,000	98,333,104	98,629,489	98,929,000
U.S. Treasuries	9128283Q9	US TREASURY	3/4/2019	1/15/2021	2.00	50,000,000	49,618,925	49,992,895	49,722,500
U.S. Treasuries	912828S27	US TREASURY	8/15/2017	6/30/2021	1.13	25,000,000	24,519,531	24,721,226	24,391,500
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021	1.25	50,000,000	49,574,219	49,778,669	48,740,500
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021	1.75	100,000,000	99,312,500	99,630,654	98,707,000
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022	1.75	25,000,000	24,977,539	24,985,034	24,623,000
Subtotals					0.88	\$ 1,110,000,000	\$ 1,100,638,852	\$ 1,106,012,535	\$ 1,103,080,650
Federal Agencies	3134GBFR8	FREDDIE MAC	4/5/2017	4/5/2019	1.40	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 24,997,000
Federal Agencies	3137EADZ9	FREDDIE MAC	5/10/2018	4/15/2019	1.13	19,979,000	19,765,424	19,970,206	19,968,611
Federal Agencies	3133EFL75	FEDERAL FARM CREDIT BANK	6/6/2018	5/16/2019	1.17	5,900,000	5,835,100	5,891,510	5,891,268
Federal Agencies	3133EGAV7	FEDERAL FARM CREDIT BANK	12/5/2017	5/17/2019	1.17	50,350,000	49,861,605	50,307,450	50,273,972
Federal Agencies	3136G3QP3	FANNIE MAE	5/24/2016	5/24/2019	1.25	10,000,000	10,000,000	10,000,000	9,982,100
Federal Agencies	3130ABF92	FEDERAL HOME LOAN BANK	5/12/2017	5/30/2019	1.38	30,000,000	29,943,300	29,995,668	29,949,600
Federal Agencies	3133EHLG6	FEDERAL FARM CREDIT BANK	5/30/2017	5/30/2019	1.32	27,000,000	26,983,800	26,998,691	26,954,370
Federal Agencies	3130AEFB1	FEDERAL HOME LOAN BANK	6/6/2018	6/6/2019	2.25	12,450,000	12,439,169	12,448,041	12,445,767
Federal Agencies	3133EHMR1	FEDERAL FARM CREDIT BANK	6/12/2017	6/12/2019	1.38	50,000,000	50,000,000	50,000,000	49,903,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	6/9/2017	6/14/2019	1.63	25,000,000	25,105,750	25,010,647	24,960,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	8/23/2017	6/14/2019	1.63	25,000,000	25,108,750	25,012,193	24,960,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	8/9/2017	6/14/2019	1.63	35,750,000	35,875,840	35,763,816	35,693,515
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/2016	6/14/2019	1.28	50,000,000	50,000,000	50,000,000	49,882,500
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	8/23/2017	7/1/2019	1.40	15,000,000	15,005,400	15,000,726	14,961,750
Federal Agencies	3133EGJX4	FEDERAL FARM CREDIT BANK	5/23/2018	7/5/2019	1.08	35,370,000	34,836,267	35,245,724	35,253,633
Federal Agencies	3134G9YR2	FREDDIE MAC	7/12/2016	7/12/2019	2.25	50,000,000	50,000,000	50,000,000	49,983,000
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	4/19/2018	8/5/2019	0.88	5,000,000	4,905,088	4,974,717	4,972,650
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	5/10/2018	8/5/2019	0.88	6,000,000	5,886,596	5,968,387	5,967,180
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	4/19/2018	8/5/2019	0.88	24,000,000	23,545,680	23,878,976	23,868,720
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	9/27/2018	8/5/2019	0.88	36,010,000	35,485,694	35,798,261	35,813,025
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	2.68	25,000,000	25,000,000	25,000,000	25,019,750
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/2016	8/9/2019	2.68	25,000,000	25,000,000	25,000,000	25,019,750
Federal Agencies	3134G94F1	FREDDIE MAC	8/15/2016	8/15/2019	2.00	25,000,000	25,000,000	25,000,000	24,922,750
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	12/20/2016	8/20/2019	2.61	50,000,000	50,000,000	50,000,000	50,030,000
Federal Agencies	3135G0P23	FANNIE MAE	8/30/2016	8/23/2019	1.25	20,000,000	20,000,000	20,000,000	19,904,400

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Federal Agencies	3136G3X59	FANNIE MAE	8/23/2016	8/23/2019	1.10	25,000,000	25,000,000	25,000,000	24,865,750
Federal Agencies	3134G9G50	FREDDIE MAC	5/26/2016	8/26/2019	1.25	25,000,000	25,000,000	25,000,000	24,877,250
Federal Agencies	3134GAFY5	FREDDIE MAC	11/28/2017	8/28/2019	1.30	8,450,000	8,374,795	8,432,436	8,409,694
Federal Agencies	3134GAHR8	FREDDIE MAC	9/23/2016	9/23/2019	2.50	25,000,000	25,000,000	25,000,000	25,003,750
Federal Agencies	3135G0Q30	FANNIE MAE	10/21/2016	9/27/2019	1.18	50,000,000	50,000,000	50,000,000	49,687,500
Federal Agencies	3132X0KH3	FARMER MAC	10/6/2016	10/1/2019	2.81	50,000,000	50,000,000	50,000,000	50,042,000
Federal Agencies	3133EJF79	FEDERAL FARM CREDIT BANK	10/10/2018	10/10/2019	2.65	36,000,000	35,987,760	35,993,561	36,057,960
Federal Agencies	3133EGXK6	FEDERAL FARM CREDIT BANK	12/1/2017	10/11/2019	1.12	20,000,000	19,732,000	19,923,823	19,872,000
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/2016	10/11/2019	1.50	15,000,000	15,000,000	15,000,000	14,921,700
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	10/13/2017	10/21/2019	1.50	21,500,000	21,461,945	21,489,532	21,385,835
Federal Agencies	3136G0T68	FANNIE MAE	8/28/2017	10/24/2019	1.33	14,000,000	13,968,220	13,991,681	13,910,680
Federal Agencies	3134GBHT2	FREDDIE MAC	9/12/2017	10/25/2019	1.63	50,000,000	50,024,500	50,006,561	49,768,000
Federal Agencies	3136G4FJ7	FANNIE MAE	10/25/2016	10/25/2019	1.20	25,000,000	25,000,000	25,000,000	24,822,250
Federal Agencies	3136G4EZ2	FANNIE MAE	10/28/2016	10/30/2019	1.13	50,000,000	49,950,000	49,990,337	49,614,500
Federal Agencies	3134GAVL5	FREDDIE MAC	11/4/2016	11/4/2019	1.17	100,000,000	100,000,000	100,000,000	99,223,000
Federal Agencies	3133EJRU5	FEDERAL FARM CREDIT BANK	6/14/2018	11/14/2019	2.45	50,000,000	49,987,500	49,994,522	50,028,500
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/2016	11/26/2019	1.35	8,950,000	8,950,000	8,950,000	8,884,934
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	12/2/2016	12/2/2019	2.65	50,000,000	50,000,000	50,000,000	50,053,500
Federal Agencies	3130AQJR2	FEDERAL HOME LOAN BANK	12/15/2017	12/13/2019	2.38	11,360,000	11,464,888	11,396,884	11,356,933
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/12/2017	12/13/2019	2.38	20,000,000	20,186,124	20,065,182	19,994,600
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/2017	12/13/2019	2.38	40,000,000	40,369,200	40,129,829	39,989,200
Federal Agencies	3134G9VR5	FREDDIE MAC	7/6/2016	1/6/2020	2.00	25,000,000	25,000,000	25,000,000	24,939,500
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/2017	1/17/2020	1.65	1,000,000	996,070	998,554	993,730
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/2017	1/17/2020	1.65	31,295,000	31,172,011	31,249,754	31,098,780
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	4/24/2018	1/24/2020	2.42	25,000,000	24,996,500	24,998,370	25,007,250
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	4/24/2018	1/24/2020	2.42	25,000,000	24,995,700	24,997,998	25,007,250
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	2/9/2018	2/11/2020	2.13	50,000,000	49,908,500	49,960,500	49,860,500
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	5/17/2017	3/13/2020	1.88	15,710,000	15,843,849	15,755,049	15,623,909
Federal Agencies	3133EHZN6	FEDERAL FARM CREDIT BANK	9/20/2017	3/20/2020	1.45	20,000,000	19,979,400	19,992,004	19,821,000
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	3/27/2018	3/27/2020	2.38	50,000,000	49,984,000	49,982,222	50,103,500
Federal Agencies	3136G3TK1	FANNIE MAE	7/6/2016	4/6/2020	2.00	25,000,000	25,000,000	25,000,000	24,956,500
Federal Agencies	3134GBET5	FREDDIE MAC	5/22/2018	4/13/2020	1.80	10,000,000	9,839,400	9,912,273	9,930,100
Federal Agencies	3133EJG37	FEDERAL FARM CREDIT BANK	10/15/2018	4/15/2020	2.85	25,000,000	24,992,500	24,994,799	25,118,000
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/2016	4/17/2020	1.25	15,000,000	15,000,000	15,000,000	14,819,850
Federal Agencies	3130AEZM1	FEDERAL HOME LOAN BANK	4/20/2018	4/20/2020	2.50	50,000,000	50,000,000	50,000,000	49,990,000
Federal Agencies	3137EAEI7	FREDDIE MAC	4/19/2018	4/23/2020	2.50	35,000,000	34,992,300	34,995,935	35,018,900
Federal Agencies	3130AEZU3	FEDERAL HOME LOAN BANK	4/24/2018	4/24/2020	2.51	50,000,000	50,000,000	50,000,000	50,001,000
Federal Agencies	3130AEZU3	FEDERAL HOME LOAN BANK	4/24/2018	4/24/2020	2.51	50,000,000	50,000,000	50,000,000	50,001,000
Federal Agencies	3134GBLY6	FREDDIE MAC	5/8/2017	5/8/2020	2.00	25,000,000	25,000,000	25,000,000	24,995,500
Federal Agencies	3134GBPB2	FREDDIE MAC	5/30/2017	5/22/2020	1.70	15,750,000	15,750,000	15,750,000	15,625,733
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/2017	6/15/2020	1.54	25,000,000	24,997,500	24,998,994	24,759,750
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/2017	6/15/2020	1.54	26,900,000	26,894,620	26,897,835	26,641,491
Federal Agencies	3134GBST0	FREDDIE MAC	6/22/2017	6/22/2020	1.65	14,675,000	14,675,000	14,675,000	14,540,284
Federal Agencies	3134GBTX0	FREDDIE MAC	6/29/2017	6/29/2020	1.75	50,000,000	49,990,000	49,995,849	49,538,500
Federal Agencies	3136G3TG0	FANNIE MAE	6/30/2016	6/30/2020	1.50	15,000,000	15,000,000	15,000,000	14,882,850
Federal Agencies	3134GB5M0	FREDDIE MAC	12/1/2017	7/1/2020	1.96	50,000,000	50,000,000	50,000,000	49,694,000
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	7/6/2017	7/6/2020	1.55	25,000,000	24,989,961	24,995,768	24,751,500
Federal Agencies	3130ABN14	FEDERAL HOME LOAN BANK	7/13/2017	7/13/2020	1.75	50,000,000	50,000,000	50,000,000	49,566,000
Federal Agencies	3134GBXV9	FREDDIE MAC	7/13/2017	7/13/2020	1.85	50,000,000	50,000,000	50,000,000	49,632,500
Federal Agencies	3135G0T60	FANNIE MAE	8/1/2017	7/30/2020	1.50	50,000,000	49,848,500	49,932,697	49,422,500

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Federal Agencies	3130ABZ9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.65	6,700,000	6,699,330	6,699,685	6,628,645
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.80	25,000,000	25,000,000	25,000,000	24,780,500
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.80	50,000,000	50,000,000	50,000,000	49,561,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	3/14/2018	9/14/2020	2.40	25,000,000	24,984,458	24,990,963	25,000,750
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	12/21/2018	9/21/2020	2.77	25,000,000	24,990,750	24,992,210	25,156,500
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	18,000,000	17,942,220	17,971,731	17,730,900
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	30,000,000	29,903,700	29,952,885	29,551,500
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	3/12/2018	10/5/2020	1.70	25,530,000	25,035,101	25,238,231	25,261,935
Federal Agencies	3132XOKR1	FARMER MAC	11/23/2016	11/2/2020	2.69	25,000,000	25,000,000	25,000,000	25,077,250
Federal Agencies	3132XOZF1	FARMER MAC	11/13/2017	11/9/2020	1.93	12,000,000	11,970,000	11,983,846	11,915,520
Federal Agencies	3133EJ790	FEDERAL FARM CREDIT BANK	11/16/2018	11/16/2020	2.95	50,000,000	49,947,835	49,957,540	50,484,000
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/2017	11/17/2020	1.88	50,000,000	49,973,945	49,973,945	49,619,000
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/2017	11/24/2020	2.25	60,000,000	60,223,200	60,122,801	59,911,800
Federal Agencies	3134GBLR1	FREDDIE MAC	5/25/2017	11/25/2020	1.75	24,715,000	24,712,529	24,713,834	24,462,413
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,995,924	24,822,500
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,995,924	24,822,500
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	12/13/2017	12/11/2020	1.88	10,000,000	9,957,600	9,975,971	9,921,100
Federal Agencies	3132XOZY0	FARMER MAC	12/15/2017	12/15/2020	2.05	12,750,000	12,741,458	12,745,136	12,680,385
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	3/18/2019	12/18/2020	2.65	34,300,000	34,300,000	34,300,000	34,310,359
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	3/18/2019	12/18/2020	2.65	40,000,000	40,000,000	40,000,000	40,012,080
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	2.68	50,000,000	50,000,000	50,000,000	50,113,500
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	2.82	100,000,000	100,000,000	100,000,000	100,464,000
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	1/11/2019	1/11/2021	2.55	100,000,000	99,934,000	99,941,223	100,362,000
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	9/20/2017	2/10/2021	1.87	50,200,000	50,189,960	50,194,482	49,693,984
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	4/16/2018	2/12/2021	2.35	50,000,000	49,673,710	49,784,263	49,949,500
Federal Agencies	3137EAEJ9	FREDDIE MAC	2/16/2018	2/16/2021	1.80	22,000,000	21,941,920	21,963,594	22,021,340
Federal Agencies	3134GBD58	FREDDIE MAC	8/30/2017	2/26/2021	1.80	5,570,000	5,569,443	5,569,696	5,510,234
Federal Agencies	3133EKC33	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,718	49,975,718	50,180,500
Federal Agencies	3133EKC33	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,000	49,975,718	50,180,500
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8/11/2017	3/22/2021	2.20	8,585,000	8,593,327	8,589,552	8,518,295
Federal Agencies	3132XOQ53	FARMER MAC	3/29/2018	3/29/2021	2.60	6,350,000	6,343,079	6,345,403	6,379,020
Federal Agencies	3132XOQ53	FARMER MAC	3/29/2018	3/29/2021	2.60	20,450,000	20,427,710	20,543,194	20,543,457
Federal Agencies	3134GBJP8	FREDDIE MAC	11/16/2017	5/3/2021	1.89	22,000,000	21,874,600	21,924,304	21,782,200
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021	2.70	17,700,000	17,653,095	17,666,682	17,825,493
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	11/30/2017	6/15/2021	2.13	50,000,000	50,000,000	50,000,000	49,676,000
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	11/30/2017	6/15/2021	2.13	50,000,000	50,000,000	50,000,000	49,676,000
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021	2.75	25,000,000	24,994,250	24,995,723	25,237,500
Federal Agencies	3134GBJ60	FREDDIE MAC	9/29/2017	6/29/2021	1.90	50,000,000	50,000,000	50,000,000	49,491,000
Federal Agencies	3134G9H26	FREDDIE MAC	1/29/2018	6/30/2021	1.50	1,219,000	1,201,934	1,207,773	1,214,855
Federal Agencies	3134G9H26	FREDDIE MAC	1/25/2018	6/30/2021	1.50	3,917,000	3,869,996	3,886,177	3,903,682
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	11/1/2017	7/1/2021	2.08	100,000,000	100,000,000	100,000,000	99,303,000
Federal Agencies	3134GBM25	FREDDIE MAC	10/2/2017	7/1/2021	1.92	50,000,000	50,000,000	50,000,000	49,506,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	9/18/2017	9/13/2021	1.88	25,000,000	24,927,500	24,955,385	24,619,750
Federal Agencies	3135G0Q99	FANNIE MAE	10/21/2016	10/7/2021	1.38	25,000,000	25,000,000	25,000,000	24,447,500
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021	3.00	25,000,000	24,980,900	24,983,758	25,411,000
Federal Agencies	3130AFBE6	FEDERAL HOME LOAN BANK	10/30/2018	10/25/2021	3.26	50,000,000	50,000,000	50,000,000	50,024,500
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	14,500,000	14,500,000	14,500,000	14,156,495
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	15,000,000	15,000,000	15,000,000	14,644,650
Federal Agencies	3133EJ774	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021	3.05	50,000,000	49,950,000	49,956,250	50,911,500
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	9/8/2017	12/15/2021	2.00	50,000,000	50,000,000	50,000,000	49,542,500

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Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,976,717	25,310,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,976,717	25,310,000
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,964,250	24,967,675	25,310,000
Federal Agencies	3134GSK38	FREDDIE MAC	12/20/2018	12/20/2021	3.17	25,000,000	25,000,000	25,000,000	25,023,750
Federal Agencies	3134GSK46	FREDDIE MAC	12/20/2018	12/20/2021	3.17	25,000,000	25,000,000	25,000,000	25,023,250
Federal Agencies	3134GSN27	FREDDIE MAC	12/21/2018	12/21/2021	3.13	25,000,000	25,000,000	25,000,000	25,026,000
Federal Agencies	3134GSN43	FREDDIE MAC	12/21/2018	12/21/2021	3.13	25,000,000	25,000,000	25,000,000	25,022,250
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,022,250
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,022,250
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,022,250
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	1/3/2019	1/3/2022	3.03	25,000,000	25,000,000	25,000,000	25,022,250
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022	2.53	20,700,000	20,689,886	20,683,265	20,821,923
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022	2.55	10,000,000	9,997,186	9,997,266	10,066,000
Federal Agencies	3130AFZK6	FEDERAL HOME LOAN BANK	3/28/2019	3/28/2022	2.90	50,000,000	50,000,000	50,000,000	50,023,000
Federal Agencies	3130AFZK6	FEDERAL HOME LOAN BANK	3/28/2019	3/28/2022	2.90	50,000,000	50,000,000	50,000,000	50,023,000
Federal Agencies	3130AG3E3	FEDERAL HOME LOAN BANK	3/28/2019	3/28/2022	2.85	50,000,000	50,000,000	50,000,000	50,020,200
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022	1.88	25,000,000	25,072,250	25,045,054	24,725,500
Federal Agencies	3134GBQG0	FREDDIE MAC	5/25/2017	5/25/2022	2.18	50,000,000	50,000,000	50,000,000	49,741,000
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022	1.88	50,000,000	50,059,250	50,037,657	49,331,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022	1.88	50,000,000	49,997,500	49,998,408	49,331,500
Federal Agencies	3133EJRN1	FEDERAL FARM CREDIT BANK	6/13/2018	6/13/2022	3.00	25,000,000	24,957,500	24,965,994	25,021,750
Federal Agencies	3134GBF72	FREDDIE MAC	9/15/2017	6/15/2022	2.01	50,000,000	50,000,000	50,000,000	49,532,000
Federal Agencies	3134GBW99	FREDDIE MAC	10/2/2017	7/1/2022	2.07	50,000,000	50,000,000	50,000,000	49,599,500
Federal Agencies	3134GBXU1	FREDDIE MAC	11/1/2017	7/1/2022	2.24	100,000,000	100,000,000	100,000,000	99,443,000
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	7/27/2017	7/27/2022	2.25	31,575,000	31,575,000	31,575,000	31,259,566
Federal Agencies	3134GSJ0	FREDDIE MAC	9/1/2017	9/1/2022	2.17	50,000,000	50,000,000	50,000,000	49,629,500
Federal Agencies	3134GSY74	FREDDIE MAC	3/28/2019	6/28/2023	3.00	100,000,000	100,000,000	100,000,000	100,066,000
Federal Agencies	3134GSY74	FREDDIE MAC	2/22/2019	8/22/2023	3.01	25,000,000	25,000,000	25,000,000	25,025,250
Federal Agencies	3134GSY74	FREDDIE MAC	2/22/2019	8/22/2023	3.01	25,000,000	25,000,000	25,000,000	25,025,250
Federal Agencies	3134GSY74	FREDDIE MAC	2/22/2019	8/22/2023	3.01	25,000,000	25,000,000	25,000,000	25,025,250
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,022,500
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,022,500
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,022,500
Federal Agencies	3134GSY25	FREDDIE MAC	2/6/2019	11/6/2023	3.00	25,000,000	25,000,000	25,000,000	25,022,500
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,023,000
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,023,000
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,023,000
Federal Agencies	3134GS2F1	FREDDIE MAC	2/20/2019	11/20/2023	3.00	25,000,000	25,000,000	25,000,000	25,023,000
Federal Agencies	3134GS4E2	FREDDIE MAC	2/28/2019	11/28/2023	3.02	50,000,000	50,000,000	50,000,000	50,022,500
Federal Agencies	3134GS5F6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5F6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5F6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5F6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS47	FREDDIE MAC	1/30/2019	1/29/2024	3.10	17,775,000	17,765,866	17,764,691	17,790,287
Federal Agencies	3130AFF90	FEDERAL HOME LOAN BANK	1/30/2019	1/30/2024	3.25	50,000,000	50,000,000	50,000,000	50,020,500
Subtotals			2.22	\$ 5,544,935,000	\$ 5,540,814,253	\$ 5,543,162,931	\$ 5,530,689,787		

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
State/Local Agencies	13063DAB4	CALIFORNIA ST	4/27/2017	4/1/2019	1.59	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000
State/Local Agencies	13063CKL3	CALIFORNIA ST	10/27/2016	5/1/2019	2.25	4,750,000	4,879,058	4,754,227	4,749,145
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	6/30/2016	5/15/2019	1.23	2,000,000	2,000,000	2,000,000	1,996,680
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/5/2015	7/1/2019	1.80	4,180,000	4,214,443	4,182,296	4,172,685
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/2/2015	7/1/2019	1.80	16,325,000	16,461,640	16,334,089	16,296,431
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/2015	10/1/2019	6.09	8,500,000	10,217,510	8,693,776	8,646,540
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL	8/16/2016	5/1/2020	1.45	18,000,000	18,000,000	18,000,000	17,787,240
State/Local Agencies	13063DGA0	CALIFORNIA ST	4/25/2018	4/1/2021	2.80	33,000,000	33,001,320	33,000,900	33,297,990
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021	1.71	28,556,228	28,073,056	28,318,238	28,173,003
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	1.91	1,769,000	1,810,695	1,787,571	1,748,886
Subtotals					2.21	\$ 140,080,228	\$ 141,657,723	\$ 140,071,098	\$ 139,868,601
Public Time Deposits	PP9J42KU2	PREFERRED BANK LA CALIF	5/16/2018	5/16/2019	2.59	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
Public Time Deposits	PP9N2NML7	SAN FRANCISCO CREDIT UNION	12/5/2018	6/4/2019	2.41	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PP041MX54	BANK OF SAN FRANCISCO	12/11/2018	6/11/2019	2.58	5,000,000	5,000,000	5,000,000	5,000,000
Public Time Deposits	PP9N20S31	BRIDGE BANK	12/24/2018	6/24/2019	2.57	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PP9F99QR1	BRIDGE BANK	3/26/2019	9/26/2019	2.55	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals					2.52	\$ 35,240,000	\$ 35,240,000	\$ 35,240,000	\$ 35,240,000
Negotiable CDs	78012UCE3	ROYAL BANK OF CANADA NY	3/28/2018	4/1/2019	2.97	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,852
Negotiable CDs	06417GR42	BANK OF NOVA SCOTIA HOUSTON	4/4/2018	4/3/2019	2.96	50,000,000	50,000,000	50,000,000	49,986,945
Negotiable CDs	89114MUJ4	TORONTO DOMINION BANK NY	7/6/2018	4/8/2019	2.47	50,000,000	50,000,000	50,000,000	49,970,625
Negotiable CDs	06370RCZ0	BANK OF MONTREAL CHICAGO	8/9/2018	4/24/2019	2.60	50,000,000	50,000,000	50,000,000	49,918,403
Negotiable CDs	25215FDX9	DEXIA CREDIT LOCAL SA NY	6/20/2018	4/24/2019	2.57	50,000,000	50,000,000	50,000,000	49,918,403
Negotiable CDs	89113X3M4	TORONTO DOMINION BANK NY	8/20/2018	4/24/2019	2.65	50,000,000	50,000,000	50,000,000	49,918,403
Negotiable CDs	78012UGB5	ROYAL BANK OF CANADA NY	8/16/2018	4/29/2019	2.53	50,000,000	50,000,000	50,000,000	49,902,084
Negotiable CDs	89114MBQ5	TORONTO DOMINION BANK NY	5/2/2018	5/1/2019	2.86	35,000,000	35,000,000	35,000,000	34,926,889
Negotiable CDs	78012UDL6	ROYAL BANK OF CANADA NY	8/23/2018	5/6/2019	2.55	25,000,000	25,000,000	25,000,000	24,939,618
Negotiable CDs	78012UGF6	ROYAL BANK OF CANADA NY	5/10/2018	5/13/2019	2.69	40,000,000	40,000,000	40,000,000	39,885,111
Negotiable CDs	78012UDV4	ROYAL BANK OF CANADA NY	5/23/2018	5/24/2019	2.68	25,000,000	25,000,000	25,000,000	24,910,243
Negotiable CDs	89113XX41	TORONTO DOMINION BANK NY	5/23/2018	5/24/2019	2.66	25,000,000	25,000,000	25,000,000	24,910,243
Negotiable CDs	78012UDX0	ROYAL BANK OF CANADA NY	6/4/2018	6/4/2019	2.79	50,000,000	50,000,000	50,000,000	49,784,584
Negotiable CDs	25215FDL5	DEXIA CREDIT LOCAL SA NY	6/7/2018	6/7/2019	2.76	40,000,000	40,000,000	40,000,000	39,819,833
Negotiable CDs	25215FDY7	DEXIA CREDIT LOCAL SA NY	8/10/2018	6/14/2019	2.62	50,000,000	50,000,000	50,000,000	49,751,945
Negotiable CDs	89114MAX5	TORONTO DOMINION BANK NY	8/13/2018	6/14/2019	2.61	50,000,000	50,000,000	50,000,000	49,751,945
Negotiable CDs	06370RHT9	BANK OF MONTREAL CHICAGO	9/7/2018	6/24/2019	2.64	40,000,000	40,000,000	40,000,000	39,775,444
Negotiable CDs	78012UGS8	ROYAL BANK OF CANADA NY	8/31/2018	6/24/2019	2.65	50,000,000	50,000,000	50,000,000	49,719,306
Negotiable CDs	62478TW54	MUFG UNION BANK NA	2/27/2019	6/25/2019	2.61	40,000,000	40,000,000	40,000,000	39,772,833
Negotiable CDs	06370RNM6	BANK OF MONTREAL CHICAGO	10/15/2018	7/1/2019	2.76	50,000,000	50,000,000	50,000,000	49,680,959
Negotiable CDs	25215FEF7	DEXIA CREDIT LOCAL SA NY	11/14/2018	7/1/2019	2.82	50,000,000	50,000,000	50,000,000	49,680,959
Negotiable CDs	89114MAY3	TORONTO DOMINION BANK NY	8/21/2018	7/1/2019	2.63	50,000,000	50,000,000	50,000,000	49,680,959
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	8/21/2018	7/1/2019	2.64	50,000,000	50,000,000	50,000,000	49,680,959
Negotiable CDs	89114MKR7	TORONTO DOMINION BANK NY	11/5/2018	7/1/2019	2.93	50,000,000	50,000,000	50,000,000	49,680,959
Negotiable CDs	63873NB67	NATIXIS NY BRANCH	12/19/2018	7/22/2019	2.98	25,000,000	25,000,000	25,000,000	24,804,458
Negotiable CDs	06370RSD2	BANK OF MONTREAL CHICAGO	12/19/2018	7/25/2019	2.88	50,000,000	50,000,000	50,000,000	49,598,625
Negotiable CDs	06370RUD9	BANK OF MONTREAL CHICAGO	2/5/2019	8/5/2019	2.63	50,000,000	50,000,000	50,000,000	49,560,889
Negotiable CDs	78012JULA1	ROYAL BANK OF CANADA NY	12/12/2018	8/30/2019	2.94	50,000,000	50,000,000	50,000,000	49,475,125

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	06417GAV7	BANK OF NOVA SCOTIA HOUSTON	2/8/2019	9/6/2019	2.65	50,000,000	50,000,000	50,000,000	49,451,111
Negotiable CDs	89114MWS2	TORONTO DOMINION BANK NY	3/8/2019	9/18/2019	2.59	25,000,000	25,000,000	25,000,000	24,704,972
Negotiable CDs	78012UKW4	ROYAL BANK OF CANADA NY	12/7/2018	10/25/2019	3.01	50,000,000	50,000,000	50,000,000	49,259,792
Negotiable CDs	89114MPG6	TORONTO DOMINION BANK NY	12/6/2018	10/25/2019	3.06	25,000,000	25,000,000	25,000,000	24,629,896
Negotiable CDs	89114MLP0	TORONTO DOMINION BANK NY	11/9/2018	10/28/2019	3.08	50,000,000	50,000,000	50,000,000	49,249,167
Negotiable CDs	06370RNN5	BANK OF MONTREAL CHICAGO	11/6/2018	11/6/2019	3.10	50,000,000	50,000,000	50,000,000	49,217,292
Negotiable CDs	96130AA8	WESTPAC BANKING CORP NY	11/8/2018	11/8/2019	3.10	50,000,000	50,000,000	50,000,000	49,210,209
Negotiable CDs	96130AAT5	WESTPAC BANKING CORP NY	11/14/2018	11/14/2019	3.08	50,000,000	50,000,000	50,000,000	49,188,959
Negotiable CDs	89114MME4	TORONTO DOMINION BANK NY	11/19/2018	11/19/2019	3.10	25,000,000	25,000,000	25,000,000	24,585,625
Negotiable CDs	78012UKB0	ROYAL BANK OF CANADA NY	11/26/2018	11/25/2019	3.07	50,000,000	50,000,000	50,000,000	49,150,000
Negotiable CDs	96130AAZ1	WESTPAC BANKING CORP NY	11/29/2018	11/27/2019	3.06	50,000,000	50,000,000	50,000,000	49,142,917
Negotiable CDs	06370RPG8	BANK OF MONTREAL CHICAGO	12/3/2018	12/3/2019	3.12	50,000,000	50,000,000	50,000,000	49,121,667
Negotiable CDs	89114MPF8	TORONTO DOMINION BANK NY	12/6/2018	12/6/2019	3.10	50,000,000	50,000,000	50,000,000	49,111,042
Negotiable CDs	96130ABE7	WESTPAC BANKING CORP NY	12/7/2018	12/6/2019	3.05	50,000,000	50,000,000	50,000,000	49,111,042
Negotiable CDs	06370RQD4	BANK OF MONTREAL CHICAGO	12/6/2018	12/9/2019	3.06	50,000,000	50,000,000	50,000,000	49,100,417
Negotiable CDs	06370RQZ5	BANK OF MONTREAL CHICAGO	12/10/2018	12/11/2019	3.06	50,000,000	50,000,000	50,000,000	49,093,334
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	1/11/2019	1/6/2020	3.00	50,000,000	50,000,000	50,000,000	48,981,667
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	2/15/2019	2/14/2020	2.71	50,000,000	50,000,000	50,000,000	48,840,834
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	3/6/2019	2/26/2020	2.70	50,000,000	50,000,000	50,000,000	48,797,500
Negotiable CDs	06370RUV9	BANK OF MONTREAL CHICAGO	3/1/2019	3/2/2020	2.68	50,000,000	50,000,000	50,000,000	48,779,445
Negotiable CDs	06370RVN6	BANK OF MONTREAL CHICAGO	3/5/2019	3/2/2020	2.70	50,000,000	50,000,000	50,000,000	48,779,445
Subtotals					2.82	\$ 2,270,000,000	\$ 2,270,000,000	\$ 2,270,000,000	\$ 2,246,816,006
Commercial Paper	25214PKT9	DEXIA CREDIT LOCAL SA NY	8/14/2018	4/1/2019	0.00	15,000,000	14,763,292	15,000,000	15,000,000
Commercial Paper	62479MSD6	MJFG BANK LTD NY	2/25/2019	5/13/2019	0.00	25,000,000	24,863,646	24,925,625	24,924,833
Commercial Paper	62479MTR4	MJFG BANK LTD NY	10/15/2018	6/25/2019	0.00	40,000,000	39,238,189	39,754,467	39,754,467
Commercial Paper	89233HTR5	TOYOTA MOTOR CREDIT CORP	10/15/2018	6/25/2019	0.00	50,000,000	49,054,764	49,682,431	49,693,084
Commercial Paper	62479MTS2	MJFG BANK LTD NY	11/6/2018	6/26/2019	0.00	50,000,000	49,075,222	49,657,194	49,689,556
Commercial Paper	62479MU19	MJFG BANK LTD NY	11/13/2018	7/1/2019	0.00	50,000,000	49,070,417	49,632,208	49,669,334
Commercial Paper	62479MU19	MJFG BANK LTD NY	11/19/2018	7/1/2019	0.00	50,000,000	49,081,667	49,633,472	49,669,334
Commercial Paper	63873KU13	NATIXIS NY BRANCH	11/26/2018	7/1/2019	0.00	25,000,000	24,567,507	24,818,632	24,834,667
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	10/11/2018	7/1/2019	0.00	50,000,000	49,013,750	49,658,750	49,669,334
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	11/16/2018	7/1/2019	0.00	50,000,000	49,117,222	49,646,111	49,669,334
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	11/26/2018	7/1/2019	0.00	50,000,000	49,147,069	49,642,319	49,669,334
Commercial Paper	62479MU84	MJFG BANK LTD NY	11/28/2018	7/8/2019	0.00	40,000,000	39,284,667	39,684,222	39,715,556
Commercial Paper	62479MU84	MJFG BANK LTD NY	11/27/2018	7/8/2019	0.00	50,000,000	49,101,806	49,605,278	49,644,445
Commercial Paper	62479MUA9	MJFG BANK LTD NY	12/11/2018	7/10/2019	0.00	30,000,000	29,485,792	29,760,833	29,782,400
Commercial Paper	63873KUN5	NATIXIS NY BRANCH	12/11/2018	7/22/2019	0.00	50,000,000	49,095,611	49,545,778	49,594,667
Commercial Paper	62479MUQ4	MJFG BANK LTD NY	12/27/2018	7/24/2019	0.00	40,000,000	39,335,844	39,637,733	39,670,044
Commercial Paper	25214PNB5	DEXIA CREDIT LOCAL SA NY	1/3/2019	8/5/2019	0.00	15,000,000	14,753,900	14,855,100	14,858,133
Commercial Paper	25214PNC3	DEXIA CREDIT LOCAL SA NY	1/3/2019	8/6/2019	0.00	40,000,000	39,340,667	39,610,533	39,618,733
Commercial Paper	62479MV75	MJFG BANK LTD NY	1/29/2019	8/7/2019	0.00	50,000,000	49,287,500	49,520,000	49,519,722
Commercial Paper	62479MVK6	MJFG BANK LTD NY	2/25/2019	8/19/2019	0.00	25,000,000	24,681,597	24,745,278	24,737,695
Commercial Paper	89233HW42	TOYOTA MOTOR CREDIT CORP	3/11/2019	9/4/2019	0.00	50,000,000	49,368,208	49,443,167	49,416,278
Commercial Paper	25214PNZ2	DEXIA CREDIT LOCAL SA NY	2/26/2019	9/16/2019	0.00	50,000,000	49,284,583	49,405,000	49,371,945
Commercial Paper	89233HWQ3	TOYOTA MOTOR CREDIT CORP	3/12/2019	9/24/2019	0.00	50,000,000	49,300,389	49,371,778	49,342,389
Commercial Paper	25214PNV1	DEXIA CREDIT LOCAL SA NY	2/5/2019	10/28/2019	0.00	50,000,000	49,035,694	49,235,833	49,202,056
Subtotals					0.00	\$ 1,045,000,000	\$ 1,027,446,781	\$ 1,036,094,804	\$ 1,036,386,668

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
Medium Term Notes	037833AQ3	APPLE INC	5/31/2018	5/6/2019	2.10	\$ 18,813,000	\$ 18,765,779	\$ 18,808,139	\$ 18,803,782
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	6/20/2018	11/1/2019	1.90	9,650,000	9,557,071	9,610,146	9,609,953
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	1/11/2018	1/10/2020	2.20	20,000,000	19,982,200	19,993,066	19,939,200
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	1/8/2019	1/8/2021	3.05	5,000,000	4,997,000	4,997,341	5,045,200
Subtotals					2.19	\$ 53,463,000	\$ 53,302,050	\$ 53,408,692	\$ 53,398,134
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	8/3/2018	4/1/2019	2.30	10,244,367	10,244,367	10,244,367	10,244,367
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PI	8/3/2018	4/1/2019	2.34	171,626,494	171,626,494	171,626,494	171,626,494
Money Market Funds	09248UJ78	BLACKROCK LIQ INST GOV FUND	1/15/2013	4/1/2019	2.31	10,277,174	10,277,174	10,277,174	10,277,174
Money Market Funds	31607A703	FIDELITY INST GOV FUND	1/4/2015	4/1/2019	2.34	546,294,023	546,294,023	546,294,023	546,294,023
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUN	12/31/2012	4/1/2019	2.34	80,941,618	80,941,618	80,941,618	80,941,618
Subtotals					2.33	\$ 819,383,676	\$ 819,383,676	\$ 819,383,676	\$ 819,383,676
Supranationals	459516DU1	IFC DISCOUNT NOTE	3/29/2019	4/1/2019	0.00	30,000,000	29,994,250	30,000,000	30,000,000
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	6/11/2018	5/13/2019	1.00	5,000,000	4,935,000	4,991,875	4,990,400
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	6/6/2018	5/13/2019	1.00	14,270,000	14,084,710	14,247,178	14,242,602
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	6/1/2018	5/13/2019	1.00	20,557,000	20,306,410	20,526,582	20,517,531
Supranationals	459058EV1	INTL BK RECON & DEVELOP	6/28/2018	7/26/2019	1.25	10,000,000	9,870,700	9,961,835	9,960,200
Supranationals	4581X0BY3	INTER-AMERICAN DEVEL BK	1/5/2018	9/12/2019	1.13	44,716,000	44,101,155	44,391,773	44,428,923
Supranationals	459058FQ1	INTL BK RECON & DEVELOP	1/6/2017	9/30/2019	1.20	50,000,000	49,483,894	49,864,457	49,668,500
Supranationals	45905UJZ6	INTL BK RECON & DEVELOP	6/2/2017	10/25/2019	1.30	25,000,000	24,845,000	24,963,331	24,808,250
Supranationals	45905UJZ6	INTL BK RECON & DEVELOP	6/2/2017	10/25/2019	1.30	29,300,000	29,118,340	29,257,024	29,075,269
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	3/21/2017	4/21/2020	1.88	50,000,000	49,956,500	49,985,101	49,706,500
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	5/17/2018	5/12/2020	1.63	10,000,000	9,789,360	9,881,914	9,915,900
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	4/12/2017	5/12/2020	1.63	25,000,000	24,940,750	24,978,584	24,789,750
Supranationals	459058GA5	INTL BK RECON & DEVELOP	8/29/2017	9/4/2020	1.63	50,000,000	49,989,500	49,995,026	49,460,500
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	1/9/2017	11/9/2020	1.95	50,000,000	49,965,000	49,981,223	49,588,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/2017	11/9/2020	1.95	50,000,000	49,718,500	49,843,107	49,588,000
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	1/25/2018	1/25/2021	2.25	50,000,000	49,853,000	49,910,807	49,884,000
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	4/19/2018	4/19/2021	2.63	45,000,000	44,901,000	44,932,344	45,222,750
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	5/16/2018	4/19/2021	2.63	50,000,000	49,693,972	49,785,580	50,247,500
Supranationals	45950KCCJ7	INTERNATIONAL FINANCE CORP	5/23/2018	7/20/2021	1.13	12,135,000	11,496,942	11,670,003	11,800,681
Supranationals	459058GH0	INTL BK RECON & DEVELOP	7/25/2018	7/23/2021	2.75	50,000,000	49,883,000	49,909,737	50,483,500
Subtotals					1.75	\$ 670,978,000	\$ 666,926,982	\$ 669,077,481	\$ 668,378,755
Grand Totals					1.99	\$ 11,689,079,903	\$ 11,655,410,316	\$ 11,672,451,217	\$ 11,633,242,277

Monthly Investment Earnings

Pooled Fund

For month ended March 31, 2019

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	912796XJ3	CASH MGMT BILL	\$	0.00	2.36	2/27/19	3/1/19	\$	\$	\$	\$
U.S. Treasuries	912796XJ3	CASH MGMT BILL	-	0.00	2.36	2/28/19	3/1/19	-	-	-	-
U.S. Treasuries	912796XJ3	CASH MGMT BILL	-	0.00	2.32	2/28/19	3/1/19	-	-	-	-
U.S. Treasuries	912796UR8	TREASURY BILL	-	0.00	2.32	3/4/19	3/5/19	-	6,444	-	6,444
U.S. Treasuries	912796RB7	TREASURY BILL	-	0.00	2.30	3/13/19	3/14/19	-	3,194	-	3,194
U.S. Treasuries	912796RC5	TREASURY BILL	-	0.00	2.35	3/19/19	3/21/19	-	6,528	-	6,528
U.S. Treasuries	912796UU1	TREASURY BILL	-	0.00	2.36	3/5/19	3/26/19	-	68,863	-	68,863
U.S. Treasuries	912796UU1	TREASURY BILL	-	0.00	2.37	3/14/19	3/26/19	-	39,433	-	39,433
U.S. Treasuries	912796PX1	TREASURY BILL	-	0.00	2.34	3/5/19	3/28/19	-	74,638	-	74,638
U.S. Treasuries	912796PX1	TREASURY BILL	-	0.00	2.33	3/5/19	3/28/19	-	74,478	-	74,478
U.S. Treasuries	912796PX1	TREASURY BILL	-	0.00	2.34	3/6/19	3/28/19	-	71,347	-	71,347
U.S. Treasuries	912796UV9	TREASURY BILL	50,000,000	0.00	2.38	3/14/19	4/2/19	-	59,425	-	59,425
U.S. Treasuries	912796UV9	TREASURY BILL	50,000,000	0.00	2.38	3/14/19	4/2/19	-	59,313	-	59,313
U.S. Treasuries	912796UV9	TREASURY BILL	50,000,000	0.00	2.42	3/26/19	4/2/19	-	20,167	-	20,167
U.S. Treasuries	912796RD3	TREASURY BILL	50,000,000	0.00	2.42	3/26/19	4/4/19	-	20,167	-	20,167
U.S. Treasuries	912796RD3	TREASURY BILL	50,000,000	0.00	2.41	3/26/19	4/4/19	-	20,085	-	20,085
U.S. Treasuries	912796UW7	TREASURY BILL	50,000,000	0.00	2.42	3/25/19	4/9/19	-	23,499	-	23,499
U.S. Treasuries	912828Q52	US TREASURY	50,000,000	0.88	2.25	5/10/18	4/15/19	37,260	57,341	-	94,601
U.S. Treasuries	912828Q52	US TREASURY	50,000,000	0.88	2.31	6/7/18	4/15/19	37,260	60,159	-	97,418
U.S. Treasuries	912828R44	US TREASURY	35,000,000	0.88	2.33	5/10/18	5/15/19	26,226	41,925	-	68,150
U.S. Treasuries	912796QH5	TREASURY BILL	50,000,000	0.00	2.33	5/24/18	5/23/19	-	117,542	-	117,542
U.S. Treasuries	912828XS4	US TREASURY	50,000,000	1.25	1.36	6/20/17	5/31/19	53,228	4,520	-	57,748
U.S. Treasuries	912796QM4	TREASURY BILL	40,000,000	0.00	2.45	10/1/18	6/20/19	-	82,753	-	82,753
U.S. Treasuries	912828T59	US TREASURY	25,000,000	1.00	2.47	5/18/18	10/15/19	21,291	30,567	-	51,859
U.S. Treasuries	912828T59	US TREASURY	25,000,000	1.00	2.51	8/15/18	10/15/19	42,582	62,963	-	105,545
U.S. Treasuries	912828N8	US TREASURY	50,000,000	1.88	2.01	1/16/18	12/31/19	80,283	5,597	-	85,880
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	1.50	1.51	6/20/17	6/15/20	63,874	499	-	64,373
U.S. Treasuries	912828XU9	US TREASURY	100,000,000	1.50	2.67	12/20/18	6/15/20	127,747	96,340	-	224,087
U.S. Treasuries	912828Q1	US TREASURY	50,000,000	2.00	2.57	3/4/19	1/15/21	77,348	21,058	-	98,406
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	54,085	10,526	-	64,611
U.S. Treasuries	912828T67	US TREASURY	50,000,000	1.25	1.43	11/10/16	10/31/21	53,522	7,268	-	60,790
U.S. Treasuries	912828U65	US TREASURY	100,000,000	1.75	1.90	12/13/16	11/30/21	149,038	11,755	-	160,794
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	37,465	391	-	37,857
Subtotals			\$ 1,110,000,000				\$ 831,210	\$ 1,158,785	\$	\$	\$ 1,989,995
Federal Agencies	313384CQ0	FED HOME LN DISCOUNT NT	\$	0.00	2.30	2/27/19	3/4/19	\$	9,583	\$	9,583
Federal Agencies	313384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	2/27/19	3/4/19	-	9,583	-	9,583
Federal Agencies	313384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	2/27/19	3/4/19	-	9,583	-	9,583
Federal Agencies	313384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/1/19	3/4/19	-	9,583	-	9,583
Federal Agencies	313384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/1/19	3/4/19	-	9,583	-	9,583
Federal Agencies	313384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/1/19	3/4/19	-	9,583	-	9,583
Federal Agencies	3130AAXX1	FEDERAL HOME LOAN BANK	-	1.38	2.16	4/6/18	3/18/19	6,168	3,440	-	9,608
Federal Agencies	3130AAXX1	FEDERAL HOME LOAN BANK	-	1.38	2.18	4/6/18	3/18/19	32,465	18,609	-	51,074
Federal Agencies	313384DE6	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/15/19	3/18/19	-	3,833	-	3,833
Federal Agencies	313384DE6	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/15/19	3/18/19	-	1,917	-	1,917
Federal Agencies	3132X0ED9	FARMER MAC	-	2.87	2.87	1/19/16	3/19/19	57,473	-	-	57,473
Federal Agencies	313384DH9	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/20/19	3/21/19	-	2,285	-	2,285
Federal Agencies	313384DJ5	FED HOME LN DISCOUNT NT	-	0.00	2.39	3/22/19	3/22/19	-	46,426	-	46,426
Federal Agencies	313384DJ5	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/21/19	3/22/19	-	3,917	-	3,917
Federal Agencies	313384DJ5	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/21/19	3/22/19	-	3,917	-	3,917
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	-	2.13	2.16	3/22/18	3/22/19	31,063	400	-	31,462
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	-	2.13	2.16	3/22/18	3/22/19	31,063	400	-	31,462

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	313384DM8	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/22/19	3/25/19	-	11,750	-	11,750
Federal Agencies	313384DM8	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/22/19	3/25/19	-	11,750	-	11,750
Federal Agencies	313384DM8	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/22/19	3/25/19	-	11,750	-	11,750
Federal Agencies	313384DN6	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/25/19	3/26/19	-	3,264	-	3,264
Federal Agencies	313384DN6	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/25/19	3/26/19	-	3,264	-	3,264
Federal Agencies	313384DN6	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/25/19	3/26/19	-	3,264	-	3,264
Federal Agencies	313384DN6	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/25/19	3/26/19	-	3,264	-	3,264
Federal Agencies	313384DN6	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/25/19	3/26/19	-	3,264	-	3,264
Federal Agencies	313384DP1	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/26/19	3/27/19	-	3,264	-	3,264
Federal Agencies	313384DP1	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/26/19	3/27/19	-	3,264	-	3,264
Federal Agencies	313384DP1	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/26/19	3/27/19	-	3,264	-	3,264
Federal Agencies	313588DP7	FANNIE DISCOUNT NOTE	-	0.00	2.38	3/4/19	3/27/19	-	2,639	467	3,106
Federal Agencies	313384DQ9	FED HOME LN DISCOUNT NT	-	0.00	2.34	3/27/19	3/28/19	-	6,500	-	6,500
Federal Agencies	313GBFR8	FREDDIE MAC	25,000,000	1.40	1.40	4/5/17	4/5/19	29,167	-	-	29,167
Federal Agencies	3137EADZ9	FREDDIE MAC	19,979,000	1.13	2.29	5/10/18	4/15/19	18,730	19,473	-	38,203
Federal Agencies	3133EF7L5	FEDERAL FARM CREDIT BANK	5,900,000	1.17	2.35	6/6/18	5/16/19	5,753	5,849	-	11,601
Federal Agencies	3133EGAV7	FEDERAL FARM CREDIT BANK	50,350,000	1.17	1.85	12/5/17	5/17/19	49,091	28,675	-	77,766
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	5/24/16	5/24/19	10,417	-	-	10,417
Federal Agencies	3130ABF92	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.47	5/12/17	5/28/19	34,375	2,356	-	36,731
Federal Agencies	3133EHLG6	FEDERAL FARM CREDIT BANK	27,000,000	1.32	1.35	5/30/17	5/30/19	29,700	688	-	30,388
Federal Agencies	3130AEFB1	FEDERAL HOME LOAN BANK	12,450,000	2.25	2.34	6/6/18	6/6/19	23,344	920	-	24,264
Federal Agencies	3133EHRM1	FEDERAL FARM CREDIT BANK	50,000,000	1.38	1.38	6/12/17	6/12/19	57,292	-	-	57,292
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.41	6/9/17	6/14/19	33,854	(4,460)	-	29,394
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.38	8/23/17	6/14/19	33,854	(5,108)	-	28,746
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	35,750,000	1.63	1.43	8/9/17	6/14/19	48,411	(5,788)	-	42,624
Federal Agencies	3134G9QW0	FREDDIE MAC	50,000,000	1.28	1.28	6/14/16	6/14/19	53,333	-	-	53,333
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	15,000,000	1.40	1.37	8/23/17	7/11/19	17,500	(247)	-	17,253
Federal Agencies	3133EGJX4	FEDERAL FARM CREDIT BANK	35,370,000	1.08	2.46	5/23/18	7/5/19	31,833	40,553	-	72,386
Federal Agencies	3134G9YR2	FREDDIE MAC	50,000,000	2.25	2.25	7/12/16	7/12/19	93,750	-	-	93,750
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	5,000,000	0.88	2.37	4/19/18	8/5/19	3,646	6,220	-	9,866
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	6,000,000	0.88	2.44	5/10/18	8/5/19	4,375	7,778	-	12,153
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	24,000,000	0.88	2.37	4/19/18	8/5/19	17,500	29,776	-	47,276
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	36,010,000	0.88	2.61	9/27/18	8/5/19	26,257	52,094	-	78,352
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	2.68	2.68	6/9/16	8/9/19	57,780	-	-	57,780
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	2.00	2.00	8/15/16	8/15/19	41,667	-	-	41,667
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	50,000,000	2.61	2.61	12/20/16	8/20/19	112,199	-	-	112,199
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	8/30/16	8/23/19	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	8/23/16	8/23/19	22,917	-	-	22,917
Federal Agencies	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	5/26/16	8/26/19	26,042	-	-	26,042
Federal Agencies	3134GAFY5	FREDDIE MAC	8,450,000	1.30	1.82	11/28/17	8/28/19	9,154	3,654	-	12,808
Federal Agencies	3134GAHR8	FREDDIE MAC	25,000,000	2.50	2.50	9/23/16	9/23/19	44,444	-	-	44,444
Federal Agencies	3135G0Q30	FANNIE MAE	50,000,000	1.18	1.18	10/21/16	9/27/19	49,167	-	-	49,167
Federal Agencies	3132X0KH3	FARMER MAC	50,000,000	2.81	2.81	10/16/16	10/11/19	120,857	-	-	120,857
Federal Agencies	3133EJF79	FEDERAL FARM CREDIT BANK	36,000,000	2.65	2.68	10/10/18	10/10/19	79,500	1,040	-	80,540
Federal Agencies	3133EGXK6	FEDERAL FARM CREDIT BANK	20,000,000	1.12	1.86	12/11/17	10/11/19	18,667	12,236	-	30,902
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	4/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	21,500,000	1.50	1.59	10/13/17	10/21/19	26,875	1,599	-	28,474
Federal Agencies	3136G0T68	FANNIE MAE	14,000,000	1.33	1.44	8/28/17	10/24/19	15,517	1,252	-	16,768
Federal Agencies	3134GBHT2	FREDDIE MAC	50,000,000	1.63	1.60	9/12/17	10/25/19	67,708	(983)	-	66,726
Federal Agencies	3136G4FJ7	FANNIE MAE	25,000,000	1.20	1.20	10/25/16	10/25/19	25,000	-	-	25,000
Federal Agencies	3136G4EZ2	FANNIE MAE	50,000,000	1.13	1.16	10/28/16	10/30/19	46,875	1,413	-	48,288
Federal Agencies	3134GAVL5	FREDDIE MAC	100,000,000	1.17	1.17	11/4/16	11/4/19	97,500	-	-	97,500

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	3135EUR5	FEDERAL FARM CREDIT BANK	50,000,000	2.45	2.47	6/14/18	11/14/19	102,083	748	-	102,831
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	5/26/16	11/26/19	10,069	-	-	10,069
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	50,000,000	2.65	2.65	12/2/16	12/2/19	114,146	-	-	114,146
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	11,360,000	2.38	1.90	12/15/17	12/13/19	22,483	(4,466)	-	18,017
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	20,000,000	2.38	1.90	12/12/17	12/13/19	39,583	(7,893)	-	31,690
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	40,000,000	2.38	1.90	12/15/17	12/13/19	79,167	(15,721)	-	63,445
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	2.00	2.00	7/6/16	1/6/20	41,667	-	-	41,667
Federal Agencies	3136G4KQ5	FANNIE MAE	1,000,000	1.65	1.84	11/17/17	1/17/20	1,375	154	-	1,529
Federal Agencies	3136G4KQ5	FANNIE MAE	31,295,000	1.65	1.84	11/17/17	1/17/20	43,031	4,820	-	47,851
Federal Agencies	3133EJLJ1	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	4/24/18	1/24/20	50,417	170	-	50,586
Federal Agencies	3133EJLJ1	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	4/24/18	1/24/20	50,417	208	-	50,625
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.22	2/19/18	2/11/20	88,542	3,875	-	92,417
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	15,710,000	1.88	1.56	5/17/17	3/13/20	24,547	(4,025)	-	20,522
Federal Agencies	3133FHZN6	FEDERAL FARM CREDIT BANK	20,000,000	1.45	1.49	9/20/17	3/20/20	24,167	700	-	24,867
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	50,000,000	2.38	2.41	3/27/18	3/27/20	98,958	1,527	-	100,485
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	2.00	2.00	7/6/16	4/6/20	41,667	-	-	41,667
Federal Agencies	3134GBET5	FREDDIE MAC	10,000,000	1.80	2.68	5/22/18	4/13/20	15,000	7,195	-	22,195
Federal Agencies	3133EJG37	FEDERAL FARM CREDIT BANK	25,000,000	2.85	2.87	10/15/18	4/15/20	59,375	424	-	59,799
Federal Agencies	3136G4BL6	FANNIE MAE	15,000,000	1.25	1.25	10/17/16	4/17/20	15,625	-	-	15,625
Federal Agencies	3130AE2M1	FEDERAL HOME LOAN BANK	50,000,000	2.50	2.50	4/20/18	4/20/20	104,167	-	-	104,167
Federal Agencies	3137EAEM7	FREDDIE MAC	35,000,000	2.50	2.51	4/19/18	4/23/20	72,917	325	-	73,241
Federal Agencies	3130AE2U3	FEDERAL HOME LOAN BANK	50,000,000	2.51	2.51	4/24/18	4/24/20	104,583	-	-	104,583
Federal Agencies	3130AE2U3	FEDERAL HOME LOAN BANK	50,000,000	2.51	2.51	4/24/18	4/24/20	104,583	-	-	104,583
Federal Agencies	3134GBLY6	FREDDIE MAC	25,000,000	2.00	2.00	5/8/17	5/8/20	41,667	-	-	41,667
Federal Agencies	3134GBPB2	FREDDIE MAC	15,750,000	1.70	1.70	5/30/17	5/22/20	22,313	-	-	22,313
Federal Agencies	3133FHNS5	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	6/15/17	6/15/20	32,083	71	-	32,154
Federal Agencies	3134GBST0	FREDDIE MAC	26,900,000	1.54	1.55	6/15/17	6/15/20	34,522	152	-	34,674
Federal Agencies	3134GBTX0	FREDDIE MAC	14,675,000	1.65	1.65	6/22/17	6/22/20	20,178	-	-	20,178
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.50	1.50	6/30/16	6/30/20	18,750	283	-	18,750
Federal Agencies	3134GB5M0	FREDDIE MAC	50,000,000	1.96	1.96	12/1/17	7/1/20	81,667	-	-	81,667
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	7/6/17	7/6/20	32,292	284	-	32,576
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	50,000,000	1.75	1.75	7/13/17	7/13/20	72,917	-	-	72,917
Federal Agencies	3134GBXV9	FREDDIE MAC	50,000,000	1.85	1.85	7/13/17	7/13/20	77,083	-	-	77,083
Federal Agencies	3135G0T60	FANNIE MAE	50,000,000	1.50	1.60	8/1/17	7/30/20	62,500	4,293	-	66,793
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	8/28/17	8/28/20	9,213	19	-	9,231
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	25,000,000	1.80	1.80	8/28/17	8/28/20	37,500	-	-	37,500
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	50,000,000	1.80	1.80	8/28/17	8/28/20	75,000	-	-	75,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	25,000,000	2.40	2.43	3/14/18	9/14/20	50,000	527	-	50,527
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	25,000,000	2.77	2.79	12/21/18	9/21/20	57,708	448	-	58,156
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	18,000,000	1.38	1.48	9/8/17	9/28/20	20,625	1,605	-	22,230
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.48	9/8/17	9/28/20	34,375	2,675	-	37,050
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	25,530,000	1.70	2.48	3/12/18	10/5/20	36,168	16,356	-	52,523
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	2.69	2.69	11/2/16	11/2/20	57,934	-	-	57,934
Federal Agencies	3132X0ZF1	FARMER MAC	12,000,000	1.93	2.02	11/13/17	11/9/20	19,300	852	-	20,152
Federal Agencies	3133EJLJ0	FEDERAL FARM CREDIT BANK	50,000,000	2.95	3.00	11/16/18	11/16/20	122,917	2,212	-	125,129
Federal Agencies	3137EAEEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/17	11/17/20	78,125	1,365	-	79,480
Federal Agencies	3134GBX56	FREDDIE MAC	60,000,000	2.25	2.12	11/24/17	11/24/20	112,500	(6,313)	-	106,187
Federal Agencies	3134GBLR1	FREDDIE MAC	24,715,000	1.75	1.75	5/25/17	11/25/20	36,043	60	-	36,103
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	208	-	39,792
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	208	-	39,792
Federal Agencies	3130A3UQ0	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/17	12/11/20	15,625	1,201	-	16,826
Federal Agencies	3132X0ZY0	FARMER MAC	12,750,000	2.05	2.07	12/15/17	12/15/20	21,781	242	-	22,023
Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	34,300,000	2.65	2.65	3/18/19	12/18/20	32,823	-	-	32,823

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Federal Agencies	3130AG2H7	FEDERAL HOME LOAN BANK	40,000,000	2.65	2.66	3/18/19	12/18/20	38,278	-	-	38,278
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	2.68	2.68	12/21/16	12/21/20	115,124	-	-	115,124
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	2.82	2.82	12/24/15	12/24/20	242,726	-	-	242,726
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	100,000,000	2.55	2.58	1/11/19	1/11/21	212,500	2,799	-	215,299
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	50,200,000	1.87	1.88	9/20/17	2/10/21	78,228	251	-	78,480
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.59	4/16/18	2/12/21	97,917	9,792	-	107,709
Federal Agencies	3127EAEL9	FREDDIE MAC	22,000,000	2.38	2.47	2/16/18	2/16/21	43,542	1,643	-	45,184
Federal Agencies	3134GBD58	FREDDIE MAC	5,570,000	1.80	1.80	8/30/17	2/26/21	8,355	14	-	8,369
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	70,833	718	-	71,552
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	70,833	718	-	71,552
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8,585,000	2.20	2.17	8/11/17	3/22/21	15,739	(196)	-	15,543
Federal Agencies	3132X0Q53	FARMER MAC	6,350,000	2.60	2.64	3/29/18	3/29/21	13,758	196	-	13,954
Federal Agencies	3132X0Q53	FARMER MAC	20,450,000	2.60	2.64	3/29/18	3/29/21	44,308	630	-	44,939
Federal Agencies	3134GBJP8	FREDDIE MAC	22,000,000	1.89	2.06	11/16/17	5/3/21	34,625	3,075	-	37,725
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	5/22/18	5/10/21	39,850	1,341	-	41,166
Federal Agencies	3134G5NV3	FREDDIE MAC	-	2.80	2.81	6/14/18	6/14/21	50,556	96	5,625	56,276
Federal Agencies	3130ACVS0	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3130ACVS0	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3135G0U35	FANNIE MAE	25,000,000	2.75	2.76	6/25/18	6/22/21	57,292	163	-	57,455
Federal Agencies	3134GBJ60	FREDDIE MAC	50,000,000	1.90	1.90	9/29/17	6/29/21	79,167	-	-	79,167
Federal Agencies	3134G9H26	FREDDIE MAC	1,219,000	1.50	1.92	1/25/18	6/30/21	1,524	424	-	1,948
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	3,917,000	1.50	1.86	11/1/17	6/30/21	4,896	1,164	-	6,060
Federal Agencies	3134GBM25	FREDDIE MAC	100,000,000	2.08	2.08	11/1/17	7/1/21	173,333	-	-	173,333
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	50,000,000	1.92	1.92	10/21/17	7/1/21	80,000	-	-	80,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	50,000,000	1.92	1.92	9/18/17	9/13/21	39,063	1,544	-	40,606
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.88	1.38	10/21/16	10/7/21	28,646	-	-	28,646
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.03	10/19/18	10/19/21	62,500	540	-	63,040
Federal Agencies	3130AFB67	FEDERAL HOME LOAN BANK	50,000,000	3.26	3.26	10/30/18	10/25/21	135,833	-	-	135,833
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	14,500,000	1.38	1.38	10/25/16	10/25/21	16,615	-	-	16,615
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	15,000,000	1.38	1.38	10/25/16	10/25/21	17,188	-	-	17,188
Federal Agencies	3133EJTT4	FEDERAL FARM CREDIT BANK	50,000,000	3.05	3.09	11/15/18	11/15/21	127,083	1,414	-	128,498
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	50,000,000	2.00	2.00	9/8/17	12/15/21	83,333	-	-	83,333
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	59,062
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	59,062
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	25,000,000	2.80	2.85	12/17/18	12/17/21	58,333	1,011	-	59,345
Federal Agencies	3134GSK38	FREDDIE MAC	25,000,000	3.17	3.17	12/20/18	12/20/21	66,042	-	-	66,042
Federal Agencies	3134GSK46	FREDDIE MAC	25,000,000	3.17	3.17	12/20/18	12/20/21	66,042	-	-	66,042
Federal Agencies	3134GSN27	FREDDIE MAC	25,000,000	3.13	3.13	12/21/18	12/21/21	65,208	-	-	65,208
Federal Agencies	3134GSN43	FREDDIE MAC	25,000,000	3.13	3.13	12/21/18	12/21/21	65,208	-	-	65,208
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021
Federal Agencies	3130AFMD6	FEDERAL HOME LOAN BANK	25,000,000	3.03	3.03	1/3/19	1/3/22	63,021	-	-	63,021
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	494	-	44,137
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	10,000,000	2.55	2.56	3/1/19	3/1/22	21,250	80	-	21,330
Federal Agencies	3130AFZK6	FEDERAL HOME LOAN BANK	50,000,000	2.90	2.90	3/28/19	3/28/22	12,083	-	-	12,083
Federal Agencies	3130AFZK6	FEDERAL HOME LOAN BANK	50,000,000	2.90	2.90	3/28/19	3/28/22	12,083	-	-	12,083
Federal Agencies	3130AG3E3	FEDERAL HOME LOAN BANK	50,000,000	2.85	2.85	3/28/19	3/28/22	11,875	-	-	11,875
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,270)	-	37,793
Federal Agencies	3134GBQQ0	FREDDIE MAC	50,000,000	2.18	2.18	5/25/17	5/25/22	90,833	-	-	90,833
Federal Agencies	3133EHL77	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(1,008)	-	77,117
Federal Agencies	3133EHL77	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	43	-	78,168
Federal Agencies	3133EJRN1	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.05	6/13/18	6/13/22	62,500	902	-	63,402
Federal Agencies	3134GBFF2	FREDDIE MAC	50,000,000	2.01	2.01	9/15/17	6/15/22	83,750	-	-	83,750

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Federal Agencies	3134GBN73	FREDDIE MAC	50,000,000	2.07	2.07	10/2/17	7/1/22	86,250	-	-	86,250
Federal Agencies	3134GBW99	FREDDIE MAC	100,000,000	2.24	2.24	11/1/17	7/1/22	186,667	-	-	186,667
Federal Agencies	3134GBXU1	FREDDIE MAC	31,575,000	2.25	2.25	7/27/17	7/27/22	59,203	-	-	59,203
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	50,000,000	2.17	2.17	9/1/17	9/1/22	90,417	-	-	90,417
Federal Agencies	3134GSNN1	FREDDIE MAC	-	3.27	3.27	6/14/18	6/14/23	118,083	-	-	118,083
Federal Agencies	3134GSPD1	FREDDIE MAC	-	3.32	3.32	6/14/18	6/14/23	59,944	-	-	59,944
Federal Agencies	3134GSJ0	FREDDIE MAC	100,000,000	3.00	3.00	3/28/19	6/28/23	25,000	-	-	25,000
Federal Agencies	3134GSY74	FREDDIE MAC	25,000,000	3.01	3.01	2/22/19	8/22/23	62,604	-	-	62,604
Federal Agencies	3134GSY74	FREDDIE MAC	25,000,000	3.01	3.01	2/22/19	8/22/23	62,604	-	-	62,604
Federal Agencies	3134GSY74	FREDDIE MAC	25,000,000	3.01	3.01	2/22/19	8/22/23	62,604	-	-	62,604
Federal Agencies	3134GSY25	FREDDIE MAC	25,000,000	3.00	3.00	2/6/19	11/6/23	62,500	-	-	62,500
Federal Agencies	3134GSY25	FREDDIE MAC	25,000,000	3.00	3.00	2/6/19	11/6/23	62,500	-	-	62,500
Federal Agencies	3134GSY25	FREDDIE MAC	25,000,000	3.00	3.00	2/6/19	11/6/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS2F1	FREDDIE MAC	25,000,000	3.00	3.00	2/20/19	11/20/23	62,500	-	-	62,500
Federal Agencies	3134GS4E2	FREDDIE MAC	50,000,000	3.02	3.02	2/28/19	11/28/23	125,833	-	-	125,833
Federal Agencies	3134GS5P6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	27,083	-	-	27,083
Federal Agencies	3134GS5P6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	27,083	-	-	27,083
Federal Agencies	3134GS5P6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	27,083	-	-	27,083
Federal Agencies	3134GS5P6	FREDDIE MAC	25,000,000	3.00	3.00	3/18/19	12/18/23	27,083	-	-	27,083
Federal Agencies	3134GS47	FREDDIE MAC	17,775,000	3.10	3.11	1/30/19	1/29/24	45,919	181	-	46,100
Federal Agencies	3130AFR90	FEDERAL HOME LOAN BANK	50,000,000	3.25	3.25	1/30/19	1/30/24	135,417	-	-	135,417
Subtotals			\$ 5,544,935,000					\$ 9,789,443	\$ 467,972	\$ 6,092	\$ 10,263,507
State/Local Agencies	13063DAB4	CALIFORNIA ST	\$ 23,000,000	1.59	1.59	4/27/17	4/1/19	\$ 30,533	\$ -	\$ -	\$ 30,533
State/Local Agencies	13063CKL3	CALIFORNIA ST	4,750,000	2.25	1.15	10/27/16	5/1/19	8,906	(4,368)	-	4,539
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUES	2,000,000	1.23	1.23	6/30/16	5/15/19	2,047	-	-	2,047
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	4,180,000	1.80	1.57	10/5/15	7/1/19	6,256	(782)	-	5,474
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	16,325,000	1.80	1.56	10/2/15	7/1/19	24,433	(3,096)	-	21,337
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	4/23/15	10/1/19	43,130	(32,825)	-	10,305
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL A	18,000,000	1.45	1.45	8/16/16	5/1/20	21,690	-	-	21,690
State/Local Agencies	13063DGA0	CALIFORNIA ST	33,000,000	2.80	2.80	4/25/18	4/1/21	77,000	(38)	-	76,962
State/Local Agencies	13066TYT5	CALIFORNIA ST DEPT OF WTR RESO	28,556,228	1.71	2.30	2/6/17	5/1/21	40,764	9,695	-	50,459
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUES	1,769,000	1.91	1.40	8/9/16	5/15/21	2,816	(743)	-	2,073
Subtotals			\$ 140,080,228					\$ 257,575	\$ (32,158)	\$ -	\$ 225,417
Public Time Deposits	PP041QSK8	BRIDGE BANK	\$ -	2.43	2.43	12/26/18	3/26/19	\$ 16,644	\$ -	\$ -	\$ 16,644
Public Time Deposits	PP9J42KU2	PREFERRED BANK LA CALIF	240,000	2.59	2.59	5/16/18	5/16/19	528	-	-	528
Public Time Deposits	PP9N2NML7	SAN FRANCISCO CREDIT UNION	10,000,000	2.41	2.41	12/5/18	6/4/19	20,453	-	-	20,453
Public Time Deposits	PP041MX54	BANK OF SAN FRANCISCO	5,000,000	2.58	2.58	12/11/18	6/11/19	11,108	-	-	11,108
Public Time Deposits	PP9N20S31	BRIDGE BANK	10,000,000	2.57	2.57	12/24/18	6/24/19	21,827	-	-	21,827
Public Time Deposits	PP9F99QR1	BRIDGE BANK	10,000,000	2.55	2.55	3/26/19	9/26/19	4,192	-	-	4,192
Subtotals			\$ 35,240,000					\$ 74,752	\$ -	\$ -	\$ 74,752
Negotiable CDs	96121T7B8	WESTPAC BANKING CORP NY	\$ -	2.84	2.84	3/5/18	3/5/19	\$ 15,800	\$ -	\$ -	\$ 15,800
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	-	3.05	3.05	3/9/17	3/8/19	16,494	-	-	16,494
Negotiable CDs	78012UCE3	ROYAL BANK OF CANADA NY	50,000,000	2.97	2.97	3/28/18	4/1/19	127,843	-	-	127,843
Negotiable CDs	06417GR42	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.96	2.96	4/4/18	4/3/19	127,558	-	-	127,558
Negotiable CDs	89114MUJ4	TORONTO DOMINION BANK NY	50,000,000	2.47	2.47	2/8/19	4/8/19	106,347	-	-	106,347
Negotiable CDs	06370RCZ0	BANK OF MONTREAL CHICAGO	50,000,000	2.60	2.60	7/6/18	4/24/19	111,944	-	-	111,944

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
Negotiable CDs	25215FDDX9	DEXIA CREDIT LOCAL SA NY	50,000,000	2.57	2.57	8/9/18	4/24/19	110,653	-	-	110,653
Negotiable CDs	89113X3M4	TORONTO DOMINION BANK NY	50,000,000	2.65	2.65	6/20/18	4/24/19	114,097	-	-	114,097
Negotiable CDs	78012UGB5	ROYAL BANK OF CANADA NY	50,000,000	2.53	2.53	8/20/18	4/29/19	108,931	-	-	108,931
Negotiable CDs	89114MBQ9	TORONTO DOMINION BANK NY	50,000,000	2.56	2.56	8/16/18	4/29/19	110,222	-	-	110,222
Negotiable CDs	78012UDL6	ROYAL BANK OF CANADA NY	35,000,000	2.86	2.86	5/2/18	5/1/19	86,175	-	-	86,175
Negotiable CDs	78012UGF6	ROYAL BANK OF CANADA NY	25,000,000	2.55	2.55	8/23/18	5/6/19	54,896	-	-	54,896
Negotiable CDs	78012UDR3	ROYAL BANK OF CANADA NY	40,000,000	2.69	2.69	5/10/18	5/13/19	92,656	-	-	92,656
Negotiable CDs	78012UDV4	ROYAL BANK OF CANADA NY	25,000,000	2.66	2.66	5/23/18	5/24/19	57,264	-	-	57,264
Negotiable CDs	89113XXX41	TORONTO DOMINION BANK NY	25,000,000	2.68	2.68	5/23/18	5/24/19	57,694	-	-	57,694
Negotiable CDs	78012UDX0	ROYAL BANK OF CANADA NY	50,000,000	2.79	2.79	6/4/18	6/4/19	120,239	-	-	120,239
Negotiable CDs	25215FDL5	DEXIA CREDIT LOCAL SA NY	40,000,000	2.76	2.76	6/7/18	6/7/19	95,306	-	-	95,306
Negotiable CDs	25215FDY7	DEXIA CREDIT LOCAL SA NY	50,000,000	2.62	2.62	8/10/18	6/14/19	112,806	-	-	112,806
Negotiable CDs	89114MAX5	TORONTO DOMINION BANK NY	50,000,000	2.61	2.61	8/13/18	6/14/19	112,375	-	-	112,375
Negotiable CDs	06370RHT9	BANK OF MONTREAL CHICAGO	40,000,000	2.64	2.64	9/7/18	6/24/19	90,933	-	-	90,933
Negotiable CDs	78012UGS8	ROYAL BANK OF CANADA NY	50,000,000	2.65	2.65	8/31/18	6/24/19	114,097	-	-	114,097
Negotiable CDs	62478TW54	MFG UNION BANK NA	40,000,000	2.61	2.61	2/27/19	6/25/19	89,900	-	-	89,900
Negotiable CDs	06370RMN6	BANK OF MONTREAL CHICAGO	50,000,000	2.76	2.76	10/15/18	7/1/19	118,833	-	-	118,833
Negotiable CDs	25215FEF7	DEXIA CREDIT LOCAL SA NY	50,000,000	2.82	2.82	11/14/18	7/1/19	121,417	-	-	121,417
Negotiable CDs	89114MAY3	TORONTO DOMINION BANK NY	50,000,000	2.63	2.63	8/13/18	7/1/19	113,236	-	-	113,236
Negotiable CDs	89114MCE5	TORONTO DOMINION BANK NY	50,000,000	2.64	2.64	8/21/18	7/1/19	113,667	-	-	113,667
Negotiable CDs	89114MKR7	TORONTO DOMINION BANK NY	50,000,000	2.93	2.93	11/5/18	7/1/19	126,153	-	-	126,153
Negotiable CDs	63873NB67	NATIXIS NY BRANCH	25,000,000	2.98	2.98	12/19/18	7/22/19	64,153	-	-	64,153
Negotiable CDs	06370RSD2	BANK OF MONTREAL CHICAGO	50,000,000	2.88	2.88	12/19/18	7/25/19	124,000	-	-	124,000
Negotiable CDs	06370RUD9	BANK OF MONTREAL CHICAGO	50,000,000	2.63	2.63	2/5/19	8/5/19	113,236	-	-	113,236
Negotiable CDs	78012UL41	ROYAL BANK OF CANADA NY	50,000,000	2.94	2.94	12/12/18	8/30/19	126,583	-	-	126,583
Negotiable CDs	06417G4V7	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.65	2.65	2/8/19	9/6/19	114,097	-	-	114,097
Negotiable CDs	89114MW52	TORONTO DOMINION BANK NY	25,000,000	2.59	2.59	3/8/19	9/18/19	43,167	-	-	43,167
Negotiable CDs	78012UKW4	ROYAL BANK OF CANADA NY	50,000,000	3.01	3.01	12/7/18	10/25/19	129,597	-	-	129,597
Negotiable CDs	89114MPG6	TORONTO DOMINION BANK NY	25,000,000	3.06	3.06	12/6/18	10/25/19	65,875	-	-	65,875
Negotiable CDs	89114MLP0	TORONTO DOMINION BANK NY	50,000,000	3.08	3.08	11/9/18	10/28/19	132,611	-	-	132,611
Negotiable CDs	06370RNN5	BANK OF MONTREAL CHICAGO	50,000,000	3.10	3.10	11/6/18	11/6/19	133,472	-	-	133,472
Negotiable CDs	96130AAN8	WESTPAC BANKING CORP NY	50,000,000	3.10	3.10	11/8/18	11/8/19	133,472	-	-	133,472
Negotiable CDs	96130AAT5	WESTPAC BANKING CORP NY	50,000,000	3.08	3.08	11/14/18	11/14/19	132,611	-	-	132,611
Negotiable CDs	89114MME4	TORONTO DOMINION BANK NY	25,000,000	3.10	3.10	11/19/18	11/19/19	66,736	-	-	66,736
Negotiable CDs	78012UKB0	ROYAL BANK OF CANADA NY	50,000,000	3.07	3.07	11/26/18	11/25/19	132,181	-	-	132,181
Negotiable CDs	96130AAZ1	WESTPAC BANKING CORP NY	50,000,000	3.06	3.06	11/29/18	11/27/19	131,750	-	-	131,750
Negotiable CDs	06370RPG8	BANK OF MONTREAL CHICAGO	50,000,000	3.12	3.12	12/3/18	12/3/19	134,333	-	-	134,333
Negotiable CDs	89114MPF8	TORONTO DOMINION BANK NY	50,000,000	3.10	3.10	12/6/18	12/6/19	133,472	-	-	133,472
Negotiable CDs	96130ABE7	WESTPAC BANKING CORP NY	50,000,000	3.05	3.05	12/7/18	12/6/19	131,319	-	-	131,319
Negotiable CDs	06370RQD4	BANK OF MONTREAL CHICAGO	50,000,000	3.06	3.06	12/6/18	12/9/19	131,750	-	-	131,750
Negotiable CDs	06370RQZ5	BANK OF MONTREAL CHICAGO	50,000,000	3.06	3.06	12/10/18	12/11/19	129,167	-	-	129,167
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	50,000,000	3.00	3.00	1/11/19	1/6/20	116,681	-	-	116,681
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	50,000,000	2.71	2.71	2/15/19	2/14/20	97,500	-	-	97,500
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	50,000,000	2.70	2.70	3/6/19	2/26/20	115,389	-	-	115,389
Negotiable CDs	06370RUV9	BANK OF MONTREAL CHICAGO	50,000,000	2.68	2.68	3/1/19	3/2/20	101,250	-	-	101,250
Negotiable CDs	06370RVN6	BANK OF MONTREAL CHICAGO	50,000,000	2.70	2.70	3/5/19	3/2/20	101,250	-	-	101,250
Subtotals			\$ 2,270,000,000					\$ 5,493,688	\$ -	\$ -	\$ 5,493,688
Commercial Paper	63873KQ18	NATIXIS NY BRANCH	\$ -	0.00	2.36	2/28/19	3/1/19	\$ -	\$ -	\$ -	\$ -
Commercial Paper	63873KQ18	NATIXIS NY BRANCH	\$ -	0.00	2.36	2/28/19	3/1/19	\$ -	\$ -	\$ -	\$ -
Commercial Paper	63873KQ42	NATIXIS BY BRANCH	\$ -	0.00	2.36	3/1/19	3/4/19	\$ -	19,667	\$ -	19,667
Commercial Paper	63873KQ42	NATIXIS NY BRANCH	\$ -	0.00	2.36	3/1/19	3/4/19	\$ -	16,717	\$ -	16,717
Commercial Paper	63873KQ59	NATIXIS NY BRANCH	\$ -	0.00	2.36	3/4/19	3/5/19	\$ -	6,556	\$ -	6,556
Commercial Paper	63873KQ59	NATIXIS NY	\$ -	0.00	2.36	3/4/19	3/5/19	\$ -	6,556	\$ -	6,556

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
Commercial Paper	63873KQ67	NATIXIS NY BRANCH	-	0.00	2.36	3/5/19	3/6/19	-	6,556	-	6,556
Commercial Paper	63873KQ67	NATIXIS NY BRANCH	-	0.00	2.36	3/5/19	3/6/19	-	6,556	-	6,556
Commercial Paper	63873KQ67	NATIXIS NY BRANCH	-	0.00	2.36	3/5/19	3/6/19	-	2,622	-	2,622
Commercial Paper	63873KQ75	NATIXIS NY BRANCH	-	0.00	2.36	3/6/19	3/7/19	-	6,556	-	6,556
Commercial Paper	63873KQ75	NATIXIS NY BRANCH	-	0.00	2.36	3/6/19	3/7/19	-	3,933	-	3,933
Commercial Paper	63873KQ83	NATIXIS NY BRANCH	-	0.00	2.36	3/7/19	3/8/19	-	6,556	-	6,556
Commercial Paper	63873KQ83	NATIXIS NY BRANCH	-	0.00	2.36	3/7/19	3/8/19	-	983	-	983
Commercial Paper	63873KQB6	NATIXIS NY BRANCH	-	0.00	2.36	3/8/19	3/11/19	-	19,667	-	19,667
Commercial Paper	63873KQC4	NATIXIS NY BRANCH	-	0.00	2.36	3/11/19	3/12/19	-	3,278	-	3,278
Commercial Paper	63873KQJ9	NATIXIS NY BRANCH	-	0.00	2.38	3/7/19	3/18/19	-	36,361	-	36,361
Commercial Paper	63873KQJ9	NATIXIS NY BRANCH	-	0.00	2.36	3/18/19	3/18/19	-	2,950	-	2,950
Commercial Paper	63873KQK6	NATIXIS NY BRANCH	-	0.00	2.36	3/18/19	3/19/19	-	2,950	-	2,950
Commercial Paper	63873KQL4	NATIXIS NY BRANCH	-	0.00	2.36	3/19/19	3/20/19	-	2,950	-	2,950
Commercial Paper	62479MQR7	MUFG BANK LTD NY	-	0.00	2.51	8/14/18	3/25/19	-	24,700	-	24,700
Commercial Paper	63873KQU4	NATIXIS NY BRANCH	-	0.00	2.36	3/27/19	3/28/19	-	6,556	-	6,556
Commercial Paper	63873KQV2	NATIXIS NY BRANCH	-	0.00	2.36	3/28/19	3/29/19	-	6,556	-	6,556
Commercial Paper	63873KQV2	NATIXIS NY BRANCH	-	0.00	2.36	3/28/19	3/29/19	-	3,278	-	3,278
Commercial Paper	25214PKT9	DEXIA CREDIT LOCAL SA NY	15,000,000	0.00	2.51	8/14/18	4/1/19	-	31,904	-	31,904
Commercial Paper	62479MSD6	MUFG BANK LTD NY	25,000,000	0.00	2.56	2/25/19	5/13/19	-	54,896	-	54,896
Commercial Paper	62479MTR4	MUFG BANK LTD NY	40,000,000	0.00	2.76	10/15/18	6/25/19	-	93,344	-	93,344
Commercial Paper	89233HTR5	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.74	10/15/18	6/25/19	-	115,819	-	115,819
Commercial Paper	62479MU19	MUFG BANK LTD NY	50,000,000	0.00	2.92	11/6/18	6/26/19	-	123,569	-	123,569
Commercial Paper	62479MU19	MUFG BANK LTD NY	50,000,000	0.00	2.97	11/13/18	7/1/19	-	125,292	-	125,292
Commercial Paper	62479MU19	MUFG BANK LTD NY	50,000,000	0.00	2.95	11/15/18	7/1/19	-	124,861	-	124,861
Commercial Paper	63873KU13	NATIXIS NY BRANCH	50,000,000	0.00	2.95	11/19/18	7/1/19	-	124,861	-	124,861
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	2.92	11/26/18	7/1/19	-	61,785	-	61,785
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.75	10/11/18	7/1/19	-	116,250	-	116,250
Commercial Paper	89233HU10	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.85	11/16/18	7/1/19	-	120,556	-	120,556
Commercial Paper	62479MU84	MUFG BANK LTD NY	50,000,000	0.00	2.88	11/26/18	7/1/19	-	121,847	-	121,847
Commercial Paper	62479MU84	MUFG BANK LTD NY	40,000,000	0.00	2.95	11/28/18	7/8/19	-	99,889	-	99,889
Commercial Paper	62479MU84	MUFG BANK LTD NY	50,000,000	0.00	2.95	11/27/18	7/8/19	-	124,861	-	124,861
Commercial Paper	63873KUN5	NATIXIS NY BRANCH	30,000,000	0.00	2.92	12/7/18	7/10/19	-	74,142	-	74,142
Commercial Paper	62479MUQ4	MUFG BANK LTD NY	50,000,000	0.00	2.97	12/11/18	7/22/19	-	125,722	-	125,722
Commercial Paper	25214PNB5	DEXIA CREDIT LOCAL SA NY	40,000,000	0.00	2.91	12/27/18	7/24/19	-	98,511	-	98,511
Commercial Paper	25214PNC3	DEXIA CREDIT LOCAL SA NY	15,000,000	0.00	2.81	1/3/19	8/5/19	-	35,650	-	35,650
Commercial Paper	62479MV75	MUFG BANK LTD NY	50,000,000	0.00	2.81	1/3/19	8/6/19	-	95,067	-	95,067
Commercial Paper	62479MVK6	MUFG BANK LTD NY	50,000,000	0.00	2.74	1/29/19	8/7/19	-	116,250	-	116,250
Commercial Paper	89233HW42	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	2.65	2/25/19	8/19/19	-	56,403	-	56,403
Commercial Paper	25214PNZ2	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.60	3/11/19	9/4/19	-	74,958	-	74,958
Commercial Paper	89233HWQ3	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.59	2/26/19	9/16/19	-	109,792	-	109,792
Commercial Paper	25214PNV1	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.61	3/12/19	9/24/19	-	71,389	-	71,389
Commercial Paper	25214PNV1	DEXIA CREDIT LOCAL SA NY	50,000,000	0.00	2.67	2/5/19	10/28/19	-	112,806	-	112,806
Subtotals			\$ 1,045,000,000				\$	\$	\$ 2,602,924	\$	\$ 2,602,924
Medium Term Notes	037833AQ3	APPLE INC	\$ 18,813,000	2.10	2.37	5/31/18	5/6/19	\$ 32,923	\$ 4,305	\$	\$ 37,228
Medium Term Notes	742718EG0	THE PROCTER & GAMBLE CO	9,650,000	1.90	2.62	6/20/18	11/1/19	15,279	5,773	-	21,052
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	20,000,000	2.20	2.25	1/11/18	1/10/20	36,667	757	-	37,424
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	5,000,000	3.05	3.08	1/8/19	1/8/21	12,708	127	-	12,836
Subtotals			\$ 53,463,000				\$	\$ 97,577	\$ 10,963	\$	\$ 108,540

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
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	\$ 10,244,367	2.30	2.30	8/3/18	4/1/19	\$ 20,012	\$ -	\$ -	\$ 20,012
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	171,626,494	2.34	2.34	8/3/18	4/1/19	139,806	-	-	139,806
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	10,277,174	2.31	2.31	1/15/13	4/1/19	20,114	-	-	20,114
Money Market Funds	31607A703	FIDELITY INST GOV FUND	546,294,023	2.34	2.34	11/4/15	4/1/19	906,188	-	-	906,188
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	80,941,618	2.34	2.34	12/31/12	4/1/19	53,616	-	-	53,616
Subtotals			\$ 819,383,676				\$ 1,139,736	\$ -	\$ -	\$ -	\$ 1,139,736
Supranationals	45905VLM6	INTERNATIONAL FINANCE CORP	\$ -	2.51	2.51	3/1/18	3/1/19	\$ -	\$ -	\$ -	\$ -
Supranationals	45818KCCQ3	IADB DISCOUNT NOTE	-	0.00	2.34	2/27/19	3/4/19	-	9,750	-	9,750
Supranationals	459516DU1	IFC DISCOUNT NOTE	-	0.00	2.30	3/29/19	4/1/19	-	5,750	-	5,750
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	30,000,000	1.00	2.43	6/11/18	5/13/19	4,167	5,997	-	10,164
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	14,270,000	1.00	2.41	6/6/18	5/13/19	11,892	16,845	-	28,736
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	20,557,000	1.00	2.30	6/1/18	5/13/19	17,131	22,452	-	39,583
Supranationals	459058EV1	INTL BK RECON & DEVELOP	10,000,000	1.25	2.47	6/28/18	7/26/19	10,417	10,199	-	20,616
Supranationals	4581X0BY3	INTER-AMERICAN DEVEL BK	44,716,000	1.13	3.93	11/5/18	9/12/19	41,945	61,287	-	103,232
Supranationals	459058FQ1	INTL BK RECON & DEVELOP	50,000,000	1.20	1.75	11/6/17	9/30/19	50,000	23,087	-	73,087
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	25,000,000	1.30	1.56	6/2/17	10/25/19	27,083	5,491	-	32,575
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	29,300,000	1.30	1.56	6/2/17	10/25/19	31,742	6,436	-	38,178
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	50,000,000	1.88	1.94	3/21/17	4/21/20	78,167	1,197	-	79,363
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	10,000,000	1.63	2.72	5/17/18	5/12/20	13,542	8,994	-	22,536
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	25,000,000	1.63	1.72	4/12/17	5/12/20	33,854	1,631	-	35,485
Supranationals	459058GA5	INTL BK RECON & DEVELOP	50,000,000	1.63	1.64	8/29/17	9/4/20	67,750	295	-	68,045
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	1.97	11/9/17	11/9/20	81,250	990	-	82,240
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	2.15	12/20/17	11/9/20	81,250	8,272	-	89,522
Supranationals	459058GM9	INTL BK RECON & DEVELOP	50,000,000	3.00	3.00	12/28/18	12/28/20	112,500	-	-	112,500
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	50,000,000	2.25	2.35	1/25/18	1/25/21	93,750	4,158	-	97,908
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	45,000,000	2.63	2.70	4/19/18	4/19/21	98,438	2,800	-	101,238
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	50,000,000	2.63	2.84	5/16/18	4/19/21	109,375	8,875	-	118,250
Supranationals	45950KCJ7	INTERNATIONAL FINANCE CORP	12,135,000	1.13	2.97	5/23/18	7/20/21	11,387	17,140	-	28,527
Supranationals	459058GH0	INTL BK RECON & DEVELOP	50,000,000	2.75	2.85	7/25/18	7/23/21	114,583	3,315	-	117,899
Supranationals	45905UW59	INTL BK RECON & DEVELOP	-	3.05	3.06	9/13/18	9/13/21	50,833	178	-	51,011
Supranationals	45905UW67	INTL BK RECON & DEVELOP	-	3.13	3.19	11/29/18	9/28/21	52,847	914	-	53,761
Subtotals			\$ 670,978,000				\$ 1,193,901	\$ 226,053	\$ 42,342	\$ -	\$ 1,462,296
Grand Totals			\$ 11,689,079,903				\$ 18,877,881	\$ 4,434,539	\$ 48,434	\$ -	\$ 23,360,854

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended March 31, 2019

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	03/01/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	\$ 50,000,000	0.00	2.30	\$ 99.98	\$ -	49,990,417
Purchase	03/01/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	99.98	-	49,990,417
Purchase	03/01/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	99.98	-	49,990,417
Purchase	03/01/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	99.98	-	49,990,417
Purchase	03/01/2019	03/04/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ42	85,000,000	0.00	2.36	99.98	-	84,983,283
Purchase	03/01/2019	03/04/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ42	100,000,000	0.00	2.36	99.98	-	99,980,333
Purchase	03/01/2019	03/02/2020	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RUV9	50,000,000	2.68	2.68	100.00	-	50,000,000
Purchase	03/01/2019	03/01/2022	Federal Agencies	FEDERAL FARM CREDIT BANK	3135EKBV7	10,000,000	2.55	2.56	99.97	-	9,997,186
Purchase	03/04/2019	03/05/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ59	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/04/2019	03/05/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ59	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/04/2019	03/05/2019	U.S. Treasuries	TREASURY BILL	912796UR8	100,000,000	0.00	2.32	99.99	-	99,993,556
Purchase	03/04/2019	03/27/2019	Federal Agencies	FANNIE DISCOUNT NOTE	313588DP7	20,000,000	0.00	2.38	99.85	-	19,969,653
Purchase	03/04/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	70,000,000	2.34	2.34	100.00	-	70,000,000
Purchase	03/04/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	100,000,000	2.34	2.34	100.00	-	100,000,000
Purchase	03/04/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	45,000,000	2.34	2.34	100.00	-	45,000,000
Purchase	03/04/2019	01/15/2021	U.S. Treasuries	US TREASURY	9128283Q1	50,000,000	2.00	2.57	98.97	132,597	49,618,925
Purchase	03/05/2019	03/06/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ67	40,000,000	0.00	2.36	99.99	-	39,997,378
Purchase	03/05/2019	03/06/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ67	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/05/2019	03/06/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ67	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/05/2019	03/26/2019	U.S. Treasuries	TREASURY BILL	912796UJ1	50,000,000	0.00	2.36	99.86	-	49,931,138
Purchase	03/05/2019	03/28/2019	U.S. Treasuries	TREASURY BILL	912796PX1	50,000,000	0.00	2.34	99.85	-	49,925,362
Purchase	03/05/2019	03/28/2019	U.S. Treasuries	TREASURY BILL	912796PX1	50,000,000	0.00	2.33	99.85	-	49,925,522
Purchase	03/05/2019	03/02/2020	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RVN6	50,000,000	2.70	2.70	100.00	-	50,000,000
Purchase	03/06/2019	03/07/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ75	60,000,000	0.00	2.36	99.99	-	59,996,067
Purchase	03/06/2019	03/07/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ75	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/06/2019	03/28/2019	U.S. Treasuries	TREASURY BILL	912796PX1	50,000,000	0.00	2.34	99.86	-	49,928,653
Purchase	03/06/2019	02/26/2020	Negotiable CDs	WESTPAC BANKING CORP NY	96130ACE6	50,000,000	2.70	2.70	100.00	-	50,000,000
Purchase	03/07/2019	03/08/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ83	15,000,000	0.00	2.36	99.99	-	14,999,017
Purchase	03/07/2019	03/08/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ83	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/07/2019	03/18/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQJ9	50,000,000	0.00	2.38	99.93	-	49,963,639
Purchase	03/08/2019	03/11/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQB6	100,000,000	0.00	2.36	99.98	-	99,980,333
Purchase	03/08/2019	09/18/2019	Negotiable CDs	TORONTO DOMINION BANK NY	89114MWS2	25,000,000	2.59	2.59	100.00	-	25,000,000
Purchase	03/11/2019	03/12/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQC4	50,000,000	0.00	2.36	99.99	-	49,996,722
Purchase	03/11/2019	09/04/2019	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HW42	50,000,000	0.00	2.60	98.74	-	49,368,208
Purchase	03/11/2019	03/11/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3135EKS3	50,000,000	2.55	2.58	99.95	-	49,975,000
Purchase	03/11/2019	03/11/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3135EKS3	50,000,000	2.55	2.58	99.95	-	49,975,000
Purchase	03/12/2019	09/24/2019	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HWQ3	50,000,000	0.00	2.61	98.60	-	49,300,389
Purchase	03/13/2019	03/14/2019	U.S. Treasuries	TREASURY BILL	912796RB7	50,000,000	0.00	2.30	99.99	-	49,996,806
Purchase	03/14/2019	03/26/2019	U.S. Treasuries	TREASURY BILL	912796UJ1	50,000,000	0.00	2.37	99.92	-	49,960,567
Purchase	03/14/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	50,000,000	2.34	2.34	100.00	-	50,000,000
Purchase	03/14/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	2.34	2.34	100.00	-	50,000,000
Purchase	03/14/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	2.34	2.34	100.00	-	50,000,000
Purchase	03/14/2019	04/02/2019	U.S. Treasuries	TREASURY BILL	912796UJ9	50,000,000	0.00	2.38	99.87	-	49,937,274
Purchase	03/15/2019	03/18/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DE6	10,000,000	0.00	2.30	99.98	-	9,998,083
Purchase	03/15/2019	03/18/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DE6	20,000,000	0.00	2.30	99.98	-	19,996,167
Purchase	03/15/2019	03/18/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQJ9	15,000,000	0.00	2.36	99.98	-	14,997,050
Purchase	03/18/2019	03/19/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQK6	45,000,000	0.00	2.36	99.99	-	44,997,050
Purchase	03/18/2019	12/18/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130AG2H7	34,300,000	2.65	2.65	100.00	-	34,300,000
Purchase	03/18/2019	12/18/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130AG2H7	40,000,000	2.65	2.65	100.00	-	40,000,000
Purchase	03/18/2019	12/18/2023	Federal Agencies	FREDDIE MAC	3134GS5P6	25,000,000	3.00	3.00	100.00	-	25,000,000
Purchase	03/18/2019	12/18/2023	Federal Agencies	FREDDIE MAC	3134GS5P6	25,000,000	3.00	3.00	100.00	-	25,000,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	03/18/2019	12/18/2023	Federal Agencies	FREDDIE MAC	3134GS5P6	25,000,000	3.00	3.00	100.00	-	25,000,000
Purchase	03/18/2019	12/18/2023	Federal Agencies	FREDDIE MAC	3134GS5P6	25,000,000	3.00	3.00	100.00	-	25,000,000
Purchase	03/19/2019	03/20/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQL4	45,000,000	0.00	2.36	99.99	-	44,997,050
Purchase	03/19/2019	03/21/2019	U.S. Treasuries	TREASURY BILL	912796RC5	50,000,000	0.00	2.35	99.99	-	49,993,472
Purchase	03/20/2019	03/21/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DH9	35,000,000	0.00	2.35	99.99	-	34,997,715
Purchase	03/21/2019	03/22/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DJ5	60,000,000	0.00	2.35	99.99	-	59,996,083
Purchase	03/22/2019	03/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DM8	60,000,000	0.00	2.35	99.98	-	59,988,250
Purchase	03/22/2019	03/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DM8	60,000,000	0.00	2.35	99.98	-	59,988,250
Purchase	03/22/2019	03/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DM8	60,000,000	0.00	2.35	99.98	-	59,988,250
Purchase	03/25/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/25/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/25/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/25/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/25/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/25/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/25/2019	04/09/2019	U.S. Treasuries	TREASURY BILL	912796UW7	50,000,000	0.00	2.42	99.90	-	49,949,646
Purchase	03/26/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/26/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/26/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/26/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/26/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	99.99	-	49,996,736
Purchase	03/26/2019	04/02/2019	U.S. Treasuries	TREASURY BILL	912796UV9	50,000,000	0.00	2.42	99.95	-	49,976,472
Purchase	03/26/2019	04/04/2019	U.S. Treasuries	TREASURY BILL	912796RD3	50,000,000	0.00	2.42	99.94	-	49,969,750
Purchase	03/26/2019	04/04/2019	U.S. Treasuries	TREASURY BILL	912796RD3	50,000,000	0.00	2.41	99.94	-	49,969,873
Purchase	03/26/2019	09/26/2019	Public Time Deposits	BRIDGE BANK	PP9F99QR1	10,000,000	2.55	2.55	100.00	-	10,000,000
Purchase	03/27/2019	03/28/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DQ9	100,000,000	0.00	2.34	99.99	-	99,993,500
Purchase	03/27/2019	04/01/2019	Money Market Funds	NATIXIS NY BRANCH	63873KQU4	100,000,000	0.00	2.36	99.99	-	99,993,444
Purchase	03/27/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	70,000,000	2.34	2.34	100.00	-	70,000,000
Purchase	03/28/2019	03/29/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQV2	50,000,000	0.00	2.36	99.99	-	49,996,722
Purchase	03/28/2019	03/29/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQV2	50,000,000	0.00	2.36	99.99	-	49,996,722
Purchase	03/28/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	61,000,000	2.34	2.34	100.00	-	61,000,000
Purchase	03/28/2019	03/28/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AFZK6	50,000,000	2.90	2.90	100.00	-	50,000,000
Purchase	03/28/2019	03/28/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AFZK6	50,000,000	2.90	2.90	100.00	-	50,000,000
Purchase	03/28/2019	03/28/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AG3E3	50,000,000	2.85	2.85	100.00	-	50,000,000
Purchase	03/28/2019	06/28/2023	Federal Agencies	FREDDIE MAC	3134GS5J0	100,000,000	3.00	3.00	100.00	-	100,000,000
Purchase	03/29/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	50,000,000	2.34	2.34	100.00	-	50,000,000
Purchase	03/29/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	100,000,000	2.34	2.34	100.00	-	100,000,000
Purchase	03/29/2019	04/01/2019	Supranationals	IFC DISCOUNT NOTE	459516DU1	30,000,000	0.00	2.30	99.98	-	29,994,250
Purchase	03/29/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	70,000,000	2.34	2.34	100.00	-	70,000,000
Purchase	03/31/2019	04/01/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	20,012	2.30	2.30	100.00	-	20,012
Purchase	03/31/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	139,806	2.34	2.34	100.00	-	139,806
Purchase	03/31/2019	04/01/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	20,114	2.31	2.31	100.00	-	20,114
Purchase	03/31/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	906,188	2.34	2.34	100.00	-	906,188
Purchase	03/31/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	53,616	2.34	2.34	100.00	-	53,616
Subtotals						\$4,956,439,736	0.76	2.42	\$ 99.94	\$ 132,597	\$4,953,740,701
Sale	03/05/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	\$	2.34	2.34	\$ 100.00	\$	\$ 20,000,000
Sale	03/06/2019	03/27/2019	Federal Agencies	FANNIE DISCOUNT NOTE	313588DP7	20,000,000	0.00	2.38	99.86	-	19,972,758
Sale	03/06/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	55,000,000	2.34	2.34	100.00	-	55,000,000
Sale	03/06/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	45,000,000	2.34	2.34	100.00	-	45,000,000
Sale	03/08/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	40,000,000	2.34	2.34	100.00	-	40,000,000
Sale	03/11/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	14,000,000	2.34	2.34	100.00	-	14,000,000
Sale	03/11/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	66,000,000	2.34	2.34	100.00	-	66,000,000
Sale	03/12/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	10,000,000	2.34	2.34	100.00	-	10,000,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Sale	03/13/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	2.34	2.34	100.00	-	50,000,000
Sale	03/15/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	25,000,000	2.34	2.34	100.00	-	25,000,000
Sale	03/18/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	65,000,000	2.34	2.34	100.00	-	65,000,000
Sale	03/18/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	50,000,000	2.34	2.34	100.00	-	50,000,000
Subtotals						\$ 460,000,000	2.23	2.34	\$ 99.99	\$	\$ 459,972,758
Call	03/13/2019	09/13/2021	Supranationals	INTL BK RECON & DEVELOP	45905UW59	\$	3.05	3.06	\$ 100.00	\$	\$ 50,000,000
Call	03/14/2019	06/14/2021	Federal Agencies	FREDDIE MAC	3134GNNV3	50,000,000	2.80	2.81	100.00	350,000	50,350,000
Call	03/14/2019	06/14/2023	Federal Agencies	FREDDIE MAC	3134GNN1	100,000,000	3.27	3.27	100.00	817,500	100,817,500
Call	03/14/2019	06/14/2023	Federal Agencies	FREDDIE MAC	3134GSPD1	50,000,000	3.32	3.32	100.00	415,000	50,415,000
Call	03/28/2019	12/28/2020	Supranationals	INTL BK RECON & DEVELOP	459058GM9	50,000,000	3.00	3.00	100.00	375,000	50,375,000
Call	03/28/2019	09/28/2021	Supranationals	INTL BK RECON & DEVELOP	45905UW67	22,500,000	3.13	3.19	100.00	-	22,500,000
Subtotals						\$ 322,500,000	3.12	3.13	\$ 100.00	\$ 1,957,500	\$ 324,457,500
Maturity	03/01/2019	03/01/2019	Supranationals	INTERNATIONAL FINANCE CO	45950VLM6	\$	2.51	2.51	\$ 100.00	\$	\$ 50,097,500
Maturity	03/01/2019	03/01/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ18	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/01/2019	03/01/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ18	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/01/2019	03/01/2019	U.S. Treasuries	CASH MGMT BILL	912796XJ3	50,000,000	0.00	2.36	100.00	-	50,000,000
Maturity	03/01/2019	03/01/2019	U.S. Treasuries	CASH MGMT BILL	912796XJ3	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/01/2019	03/01/2019	U.S. Treasuries	CASH MGMT BILL	912796XJ3	100,000,000	0.00	2.32	100.00	-	100,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384CQ0	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Supranationals	IADB DISCOUNT NOTE	45818KCQ3	50,000,000	0.00	2.34	100.00	-	50,000,000
Maturity	03/04/2019	03/04/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ42	85,000,000	0.00	2.36	100.00	-	85,000,000
Maturity	03/04/2019	03/04/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ42	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/05/2019	03/05/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ59	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/05/2019	03/05/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ59	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/05/2019	03/05/2019	U.S. Treasuries	TREASURY BILL	912796UR8	100,000,000	0.00	2.32	100.00	-	100,000,000
Maturity	03/05/2019	03/05/2019	Negotiable CDs	WESTPAC BANKING CORP NY	96121T7B8	50,000,000	2.84	2.84	100.00	110,600	50,110,600
Maturity	03/06/2019	03/06/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ67	40,000,000	0.00	2.36	100.00	-	40,000,000
Maturity	03/06/2019	03/06/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ67	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/06/2019	03/06/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ67	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/07/2019	03/07/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ75	60,000,000	0.00	2.36	100.00	-	60,000,000
Maturity	03/07/2019	03/07/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ75	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/08/2019	03/08/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KSW8	27,838,000	3.05	3.05	100.00	207,352	28,045,352
Maturity	03/08/2019	03/08/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ83	15,000,000	0.00	2.36	100.00	-	15,000,000
Maturity	03/08/2019	03/08/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ83	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/11/2019	03/11/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQB6	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/12/2019	03/12/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQC4	50,000,000	0.00	2.36	100.00	-	50,000,000
Maturity	03/14/2019	03/14/2019	U.S. Treasuries	TREASURY BILL	912796RB7	50,000,000	0.00	2.30	100.00	-	50,000,000
Maturity	03/18/2019	03/18/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAXX1	9,500,000	1.38	2.16	100.00	65,313	9,565,313
Maturity	03/18/2019	03/18/2019	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAXX1	50,000,000	1.38	2.18	100.00	343,750	50,343,750
Maturity	03/18/2019	03/18/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DE6	10,000,000	0.00	2.30	100.00	-	10,000,000
Maturity	03/18/2019	03/18/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DE6	20,000,000	0.00	2.30	100.00	-	20,000,000
Maturity	03/18/2019	03/18/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQJ9	15,000,000	0.00	2.36	100.00	-	15,000,000
Maturity	03/18/2019	03/18/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQJ9	50,000,000	0.00	2.38	100.00	-	50,000,000
Maturity	03/19/2019	03/19/2019	Federal Agencies	FARMER MAC	3132X0ED9	40,000,000	2.87	2.87	100.00	287,363	40,287,363
Maturity	03/19/2019	03/19/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQK6	45,000,000	0.00	2.36	100.00	-	45,000,000
Maturity	03/20/2019	03/20/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQL4	45,000,000	0.00	2.36	100.00	-	45,000,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	03/21/2019	03/21/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DH9	35,000,000	0.00	2.35	100.00	-	35,000,000
Maturity	03/21/2019	03/21/2019	U.S. Treasuries	TREASURY BILL	912796RC5	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/22/2019	03/22/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DJ5	33,300,000	0.00	2.39	100.00	-	33,300,000
Maturity	03/22/2019	03/22/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DJ5	60,000,000	0.00	2.35	100.00	-	60,000,000
Maturity	03/22/2019	03/22/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DJ5	60,000,000	0.00	2.35	100.00	-	60,000,000
Maturity	03/22/2019	03/22/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHG7	25,000,000	2.13	2.16	100.00	266,250	25,266,250
Maturity	03/22/2019	03/22/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHG7	25,000,000	2.13	2.16	100.00	266,250	25,266,250
Maturity	03/25/2019	03/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DM8	60,000,000	0.00	2.35	100.00	-	60,000,000
Maturity	03/25/2019	03/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DM8	60,000,000	0.00	2.35	100.00	-	60,000,000
Maturity	03/25/2019	03/25/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DM8	60,000,000	0.00	2.35	100.00	-	60,000,000
Maturity	03/25/2019	03/25/2019	Commercial Paper	MUFG BANK LTD NY	62479MQR7	15,000,000	0.00	2.51	100.00	-	15,000,000
Maturity	03/26/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DN6	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	U.S. Treasuries	TREASURY BILL	912796UU1	50,000,000	0.00	2.36	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	U.S. Treasuries	TREASURY BILL	912796UU1	50,000,000	0.00	2.37	100.00	-	50,000,000
Maturity	03/26/2019	03/26/2019	Public Time Deposits	BRIDGE BANK	PP041QSK8	10,000,000	2.43	2.43	100.00	59,918	10,059,918
Maturity	03/27/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/27/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/27/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/27/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/27/2019	03/27/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DP1	50,000,000	0.00	2.35	100.00	-	50,000,000
Maturity	03/28/2019	03/28/2019	Federal Agencies	FED HOME LN DISCOUNT NT	313384DQ9	100,000,000	0.00	2.34	100.00	-	100,000,000
Maturity	03/28/2019	03/28/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQU4	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/28/2019	03/28/2019	U.S. Treasuries	TREASURY BILL	912796PX1	50,000,000	0.00	2.34	100.00	-	50,000,000
Maturity	03/28/2019	03/28/2019	U.S. Treasuries	TREASURY BILL	912796PX1	50,000,000	0.00	2.33	100.00	-	50,000,000
Maturity	03/28/2019	03/28/2019	U.S. Treasuries	TREASURY BILL	912796PX1	50,000,000	0.00	2.34	100.00	-	50,000,000
Maturity	03/29/2019	03/29/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQV2	50,000,000	0.00	2.36	100.00	-	50,000,000
Maturity	03/29/2019	03/29/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQV2	100,000,000	0.00	2.36	100.00	-	100,000,000
Subtotals						\$4,005,638,000	0.17	2.36	\$ 100.00	\$ 1,704,296	\$4,007,342,296
Interest	03/01/2019	04/01/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UCE3	\$ 50,000,000	2.99	2.99	0.00	0.00	116,244
Interest	03/01/2019	05/01/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UDL6	35,000,000	2.88	2.88	0.00	0.00	78,376
Interest	03/01/2019	06/04/2019	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PP9N2NML7	10,000,000	2.36	2.36	0.00	0.00	56,725
Interest	03/01/2019	09/01/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AC7E8	50,000,000	2.17	2.17	0.00	0.00	542,500
Interest	03/02/2019	12/02/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	2.67	2.67	0.00	0.00	103,979
Interest	03/02/2019	11/02/2020	Federal Agencies	FARMER MAC	3132XOKR1	25,000,000	2.71	2.71	0.00	0.00	52,767
Interest	03/04/2019	04/03/2019	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GR42	50,000,000	2.84	2.84	0.00	0.00	116,035
Interest	03/04/2019	06/04/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UDX0	50,000,000	2.81	2.81	0.00	0.00	109,424
Interest	03/04/2019	09/04/2020	Supranationals	INTL BK RECON & DEVELOP	459058GA5	50,000,000	1.63	1.64	0.00	0.00	406,500
Interest	03/07/2019	06/07/2019	Negotiable CDs	DEXIA CREDIT LOCAL SA NY	25215FDL5	40,000,000	2.79	2.79	0.00	0.00	86,870
Interest	03/09/2019	08/09/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	2.70	2.70	0.00	0.00	52,537
Interest	03/09/2019	08/09/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	2.70	2.70	0.00	0.00	52,537
Interest	03/11/2019	06/11/2019	Public Time Deposits	BANK OF SAN FRANCISCO	PP041MX54	5,000,000	2.58	2.58	0.00	0.00	32,250
Interest	03/12/2019	09/12/2019	Supranationals	INTER-AMERICAN DEVEL BK	4581X0BY3	44,716,000	1.13	2.77	0.00	0.00	251,528
Interest	03/13/2019	03/13/2020	Federal Agencies	FEDERAL HOME LOAN BANK	313378J77	15,710,000	1.88	1.56	0.00	0.00	147,281
Interest	03/13/2019	09/13/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACF33	25,000,000	1.88	1.95	0.00	0.00	234,375
Interest	03/13/2019	09/13/2021	Supranationals	INTL BK RECON & DEVELOP	45905UW59	50,000,000	3.05	3.06	0.00	0.00	762,500
Interest	03/14/2019	09/14/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ADT93	25,000,000	2.40	2.43	0.00	0.00	300,000
Interest	03/15/2019	06/15/2022	Federal Agencies	FREDDIE MAC	3134GBF72	50,000,000	2.01	2.01	0.00	0.00	502,500
Interest	03/20/2019	08/20/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX67	50,000,000	2.61	2.60	0.00	0.00	101,296
Interest	03/20/2019	03/20/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHZN6	20,000,000	1.45	1.49	0.00	0.00	145,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	03/21/2019	09/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3N7	25,000,000	2.77	2.79	0.00	0.00	173,125
Interest	03/21/2019	12/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	2.67	2.67	0.00	0.00	103,921
Interest	03/22/2019	03/22/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAYP7	8,585,000	2.20	2.17	0.00	0.00	94,435
Interest	03/23/2019	09/23/2019	Federal Agencies	FREDDIE MAC	3134GAHR8	25,000,000	2.00	2.00	0.00	0.00	125,000
Interest	03/24/2019	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	2.82	2.82	0.00	0.00	219,324
Interest	03/27/2019	09/27/2019	Federal Agencies	FANNIE MAE	3135GQQ30	50,000,000	1.18	1.18	0.00	0.00	295,000
Interest	03/27/2019	03/27/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHL6	50,000,000	2.38	2.41	0.00	0.00	593,750
Interest	03/28/2019	09/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	18,000,000	1.38	1.48	0.00	0.00	123,750
Interest	03/28/2019	09/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	30,000,000	1.38	1.48	0.00	0.00	206,250
Interest	03/28/2019	09/28/2021	Supranationals	INTL BK RECON & DEVELOP	45905UW67	22,500,000	3.13	3.19	0.00	0.00	351,675
Interest	03/29/2019	03/29/2021	Federal Agencies	FARMER MAC	3132X0Q53	6,350,000	2.60	2.64	0.00	0.00	82,550
Interest	03/29/2019	03/29/2021	Federal Agencies	FARMER MAC	3132X0Q53	20,450,000	2.60	2.64	0.00	0.00	265,850
Interest	03/30/2019	09/30/2019	Supranationals	INTL BK RECON & DEVELOP	459058FQ1	50,000,000	1.20	1.75	0.00	0.00	300,000
Interest	03/31/2019	04/01/2019	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	10,244,367	2.30	2.30	0.00	0.00	20,012
Interest	03/31/2019	04/01/2019	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	171,626,494	2.34	2.34	0.00	0.00	139,806
Interest	03/31/2019	04/01/2019	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,277,174	2.31	2.31	0.00	0.00	20,114
Interest	03/31/2019	04/01/2019	Money Market Funds	FIDELITY INST GOV FUND	31607A703	476,294,023	2.34	2.34	0.00	0.00	906,188
Interest	03/31/2019	04/01/2019	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	10,941,618	2.34	2.34	0.00	0.00	53,616
Subtotals						\$1,880,694,676	2.33	2.39	\$	-	\$ 8,325,589

Grand Totals	95 Purchases	(12) Sales	(76) Maturities / Calls	7 Change in number of positions
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Sales Tax Revenue Bond

Attachment 4

Debt Expenditure Report

As of March 31, 2019

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$ 204,003,258	\$ 106,779,647	\$ 97,223,611
Revolver Refinancing	\$ 46,000,981	\$ 46,000,981	\$ -
Total	\$ 250,004,239	\$ 152,780,628	\$ 97,223,611
Interest Earned			\$ 2,834,259

Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Radio Communications System & CAD Replacement*	\$ 24,466,529	\$ 3,150,752	\$ 27,617,281
SFMTA	Motor Coach Procurement*	23,697,709	-	23,697,709
SFMTA	Trolley Coach Procurement*	12,045,948	10,109,836	22,155,784
TJPA	Transbay Transit Center	6,334,563	1,618,537	7,953,099
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	3,654,122	5,480	3,659,602
SFMTA	Signals - New and Upgraded	3,236,363	-	3,236,363
PCJPB	Caltrain Early Investment Program - Electrification	2,513,948	384,303	2,898,251
SFMTA	Light Rail Vehicle Procurement*	1,329,105	1,500,000	2,829,105
SFMTA	Central Control and Communications (C3) Program*	2,725,415	-	2,725,415
SFMTA	Escalators	1,616,213	802,222	2,418,436
SFMTA	1570 Burke Avenue Maintenance Facility	1,570,451	407,791	1,978,242
PCJPB	Caltrain Early Investment Program - CBOSS	1,620,012	71,656	1,691,668
SFMTA	Muni Forward	917,165	518,467	1,435,632
SFMTA	Geary Bus Rapid Transit	1,035,228	137,381	1,172,609
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	\$ 18,706,425	\$ 106,779,648
	Percentage of Capital Project Fund Spent	43.17%	9.17%	52.34%

* Major Cash Flow Drivers



Memorandum

Date: April 17, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 5/14/2019 Board Meeting: Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$663,500 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests:</p> <ol style="list-style-type: none"> 1. Divisadero Intersection Improvements [NTIP Capital] (\$273,500) 2. Howard Street - Embarcadero to 3rd Street [NTIP Capital] (\$390,000) 	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contracts</p> <p><input type="checkbox"/> Other: _____</p>
<p>SUMMARY</p> <p>We are presenting two SFMTA requests totaling \$663,500 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 requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$663,500 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations 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.

Agenda Item 8

CAC POSITION

The CAC will be briefed on this item at its April 24, 2019 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

Attachment 5 – Prop K/AA Allocation Request Forms (2)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	38, 40	SFMTA	Divisadero Intersection Improvements [NTIP Capital]	\$ 273,500	\$ 273,500	39%	0%	Design, Construction	5
Prop K	39	SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital]	\$ 390,000	\$ 390,000	27%	0%	Design	6
TOTAL					\$ 663,500	\$ 663,500	32%	0%	

Footnotes

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

² Acronym: 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
38, 40	SFMTA	Divisadero Intersection Improvements [NTIP Capital]	\$273,500	Improve traffic safety at 10 intersections by applying quick and effective measures along the Vision Zero High Injury Network segment of Divisadero between Turk and Haight streets. Potential improvements include daylighting, pedestrian safety zones, advanced limit lines, larger signal lenses, and pedestrian signal improvements (e.g., leading pedestrian intervals and longer crossing times). SFMTA will conduct public outreach from May through November 2019, complete design by December 2019, and complete construction by September 2020.
39	SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital]	\$390,000	Requested funds would fund the design phase for a protected bikeway on Howard Street between The Embarcadero and 3rd Street (.75 miles), connecting to the existing (5th to 11th Street) and planned (3rd to 5th Street) protected bikeway on Howard Street. Scope includes a curbside bikeway, floating parking, painted hatched buffer areas, curb ramps, and bus boarding islands. To accommodate the protected bikeway, a travel lane or parking lanes may be removed. SFMTA will complete design by March 2020 and expects to complete construction by March 2021.
TOTAL			\$663,500	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38, 40	SFMTA	Divisadero Intersection Improvements [NTIP Capital]	\$ 273,500	<p>The Transportation Authority is recommending a multi-phase allocation to avoid the loss of District 5 NTIP funds that are available in Fiscal Year 2018/19.</p> <p>Special Condition: \$250,200 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to December 2019 to allow SFMTA to implement certain elements of the project (e.g. advanced limit lines) that may be designed prior to December 2019.</p>
39	SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital]	\$ 390,000	<p>5-Year Prioritization Program (5YPP) Amendment: Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$25,000 not needed for the planning phase of The Embarcadero at Pier 39/Fisherman's Wharf project, and \$290,000 from Ocean Avenue Safety Improvements to the subject project. Planning for the Ocean Avenue project can advance in Fiscal Year 2019/20 with the \$350,000 in remaining Prop K funds. We will work with SFMTA to fill the \$290,000 funding gap through the next SFMTA Capital Improvement Program process, to be completed in early 2020.</p>
TOTAL			\$663,500	

¹ See Attachment 1 for footnotes.

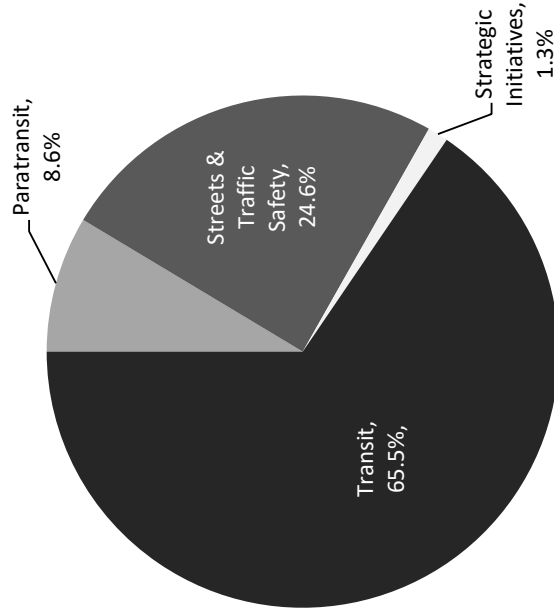
Attachment 4.
Prop K Allocation Summary - FY 2018/19

PROP K SALES TAX

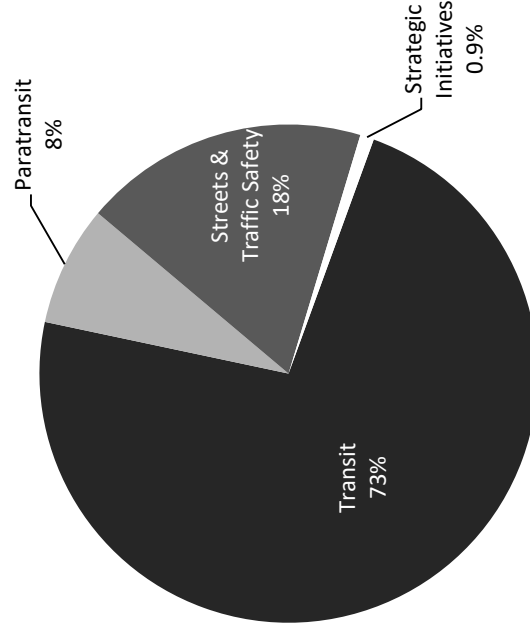
	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Total							
Prior Allocations	\$ 150,036,109	\$ 33,882,699	\$ 19,463,931	\$ 21,198,198	\$ 11,115,013	\$ 32,869,459	\$ 2,072,139
Current Request(s)	\$ 663,500	\$ 61,650	\$ 125,100	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 150,699,609	\$ 33,944,349	\$ 19,589,031	\$ 21,198,198	\$ 11,115,013	\$ 32,869,459	\$ 2,072,139

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



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Divisadero Intersection Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Traffic Calming, Pedestrian Circulation/Safety
Current Prop K Request:	\$273,500
Supervisory District(s):	District 05

REQUEST

Brief Project Description

Improve safety at intersections by applying quick and effective countermeasures along the Vision Zero High Injury Network segment of Divisadero between Turk and Haight streets. Potential improvements include daylighting, pedestrian safety zones, advanced limit lines, larger signal lenses, and pedestrian signal improvements (e.g., leading pedestrian intervals and longer crossing times).

Detailed Scope, Project Benefits and Community Outreach

At the request of District 5 Supervisor Vallie Brown, the SFMTA requests Neighborhood Transportation Improvement Program (NTIP) funds to design and implement intersection improvements at 10 intersections on Divisadero Street between Turk and Haight Streets. Possible intersection improvements along this Vision Zero High Injury Network segment of Divisadero are as follows:

- Turk:
 -Daylighting at SE corner, pedestrian safety zone at all corners except southwest corner, 6 new 12" signal lenses
 Golden Gate:
 -Pedestrian safety zones at all corners except northeast corner, Daylighting at northeast corner, 4 new 12" signal lenses
 McAllister:
 - 2 new advanced limit lines, 9 new 12" signal lenses
 Fulton:
 - pedestrian safety zone at northwest corner, Daylighting at southeast corner, two new advanced limit lines, eight new 12" signal lenses
 Grove:
 - 2 new advanced limit lines, Daylighting at southeast corner, 4 new 12" signal lenses
 Hayes:
 - 2 new advanced limit lines, 10 new 12" signal lenses, pedestrian signal improvements
 Fell:
 - 5 new 12" signal lenses, Pedestrian signal improvements
 Oak:
 - 3 new 12" signal lenses, Daylighting at northwest and southeast corners, Pedestrian signal improvements
 Page:
 - 10 new 12" signal lenses, 4 new advanced limit lines, Daylighting at all approaches except southwest corner, Pedestrian signal improvements
 Haight:
 - 4 new advanced limit lines, Pedestrian signal improvements

See attached conceptual designs for details. Project will be designed by SFMTA-Livable Streets and implemented by SFMTA Shops.

Project Benefits:

Increasing signal lens sizes from 8" to 12" will allow all travelers to take notice of traffic signals and whether they should go, stop, or slow down. *Pedestrian signal improvements* minimize multimodal conflict and provide dedicated time for pedestrians to safely cross the street. *Leading pedestrian intervals* start the "walk" signal before the green signal for drivers. This prioritizes pedestrians and establishes their presence in the crosswalk before vehicles attempt to turn through the intersection. Increasing the time it takes for pedestrians to cross the street provides more time for pedestrians with limited mobility to cross the street. *Daylighting* removes parking at the corners of intersections to improve visibility for people walking and people driving. Drivers have a clearer view of the intersection, and pedestrians can better see vehicles approaching the crosswalk. *Pedestrian safety zones* function similarly to daylighting in terms of benefits. They provide a buffer between pedestrians at corners of intersections and turning vehicles. The buffer causes cars to slow down as they turn, improves pedestrian visibility, and decreases the distance pedestrians have to cross along the right of way. *Advanced limit lines* indicate where vehicles must stop in compliance with a stop sign or signal. This provides more space for people crossing at intersections and provides extra time to respond to potential conflicts.

Livable Streets staff is currently working with the District 5 Supervisor's Office and key stakeholders to finalize design elements. Based on the outcome of these discussions, the project may remove up to nine parking spaces in order to daylight intersections (i.e., install red zones). (Note: SFMTA Board action is required if a red zone or pedestrian safety zone extends along a street past 20 feet.) The locations and number of parking spots to be removed through this project will be known by December 2019.

The SFMTA will maintain communications with the District 5 Supervisor's Office via regular check-ins over the life of the project. In addition, outreach will be performed through door-to-door outreach to businesses and through SFMTA attendance/presentations at stakeholder and community meetings, including the North of Panhandle Neighborhood Association (NOPNA) and the Alamo Square Association.

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

Project Location

Divisadero Street between Turk and Haight Streets

Project Phase(s)

Design Engineering (PS&E), Construction

Justification for Multi-phase Request

The TA is recommending a multi-phase allocation to avoid the loss of NTIP funds that are available through the end of the fiscal year.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$273,500

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Divisadero Intersection Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

May through November 2019: Business door-to-door outreach, stakeholder meetings
 December 2019: 100% design, any required legislation and environmental clearance
 January - September 2020: SFMTA Shops implement; implementation of certain elements (e.g. advanced limit lines)
 may be fully designed and implemented prior to January 2020

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

FY of Allocation Action:	FY2018/19
Project Name:	Divisadero Intersection Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$145,000	\$0	\$0	\$145,000
PROP K: Pedestrian Circulation/Safety	\$128,500	\$0	\$0	\$128,500
Phases in Current Request Total:	\$273,500	\$0	\$0	\$273,500

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$23,300	\$23,300	Based on similar previous project
Construction	\$250,200	\$250,200	Based on similar previous project and current standard countermeasure costs.
Operations	\$0	\$0	
Total:	\$273,500	\$273,500	

% Complete of Design:	5.0%
As of Date:	03/25/2019
Expected Useful Life:	5 Years

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

MAJOR LINE ITEM BUDGET - DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
SFMTA Livable Streets	\$ 20,666	
City Attorney	\$ 500	
Contingency	\$ 2,067	10%
TOTAL PHASE	\$ 23,233	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 23,233
TOTAL	\$ 23,233

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)			
Budget Line Item	Unit Cost	Units	Total Cost
Advanced Limit Lines	\$ 100	15	\$ 1,500
Daylighting	\$ 150	10	\$ 1,500
Pedestrian Safety Zone	\$ 500	7	\$ 3,500
Signal Upgrade	\$ 3,000	59	\$ 177,000
Leading Pedestrian Interval and Retiming	\$ 3,000	5	\$ 15,000
3. Construction Management/Support (10%)	\$ 19,850		\$ 19,850
5. Contingency (15%)	\$ 31,778		\$ 31,778
TOTAL CONSTRUCTION PHASE			\$ 250,128

Unit costs are inclusive of labor and materials at an 80/20 split, respectively.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Divisadero Intersection Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$273,500	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$273,500	Total Prop AA Recommended:	\$0

SGA Project Number:	140-xx1	Name:	Divisadero Intersection Improvements [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2020
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-140	\$11,650	\$11,650	\$0	\$0	\$0	\$23,300

Deliverables

1. Upon project completion (anticipated December 2019), provide evidence of completion of 100% design (e.g. copy of certifications page).

Special Conditions

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

SGA Project Number:	138-xx4			Name:	Divisadero Intersection Improvements [NTIP Capital] - Construction Reserve - EP 38	
Sponsor:	San Francisco Municipal Transportation Agency			Expiration Date:	09/30/2021	
Phase:	Construction			Fundshare:	100.0	
Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	\$0	\$72,500	\$72,500	\$0	\$0	\$145,000
Deliverables						
1. Please provide 2-3 digital photos of project area prior to construction. With each quarterly report, provide 2-3 digital photos of work in progress. Upon project completion, provide 2-3 digital photos of completed project.						
Special Conditions						
1. \$145,000 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to December 2019 to allow SFMTA to implement certain elements of the project (e.g. advanced limit lines) that may be designed prior to December 2019.						
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.						
Notes						
1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.						

SGA Project Number:	140-xx5	Name:	Divisadero Intersection Improvements [NTIP Capital] - Construction Reserve - EP 40
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-140	\$0	\$52,600	\$52,600	\$0	\$0	\$105,200

Deliverables

1. Please provide 2-3 digital photos of project area prior to construction. With each quarterly report, provide 2-3 digital photos of work in progress. Upon project completion, provide 2-3 digital photos of completed project.

Special Conditions

1. \$105,200 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to December 2019 to allow SFMTA to implement certain elements of the project (e.g. advanced limit lines) that may be designed prior to December 2019.

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

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

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

FY of Allocation Action:	FY2018/19
Project Name:	Divisadero Intersection Improvements [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$273,500
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

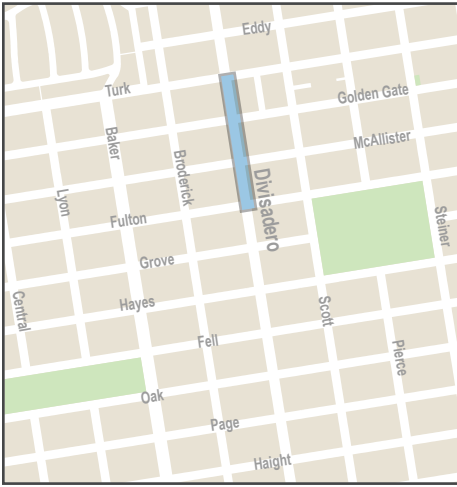
Initials of sponsor staff member verifying the above statement
CR

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Shayda Haghgoo	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-2673	(415) 646-2520
Email:	shayda.haghgoo@sfmta.com	joel.goldberg@sfmta.com

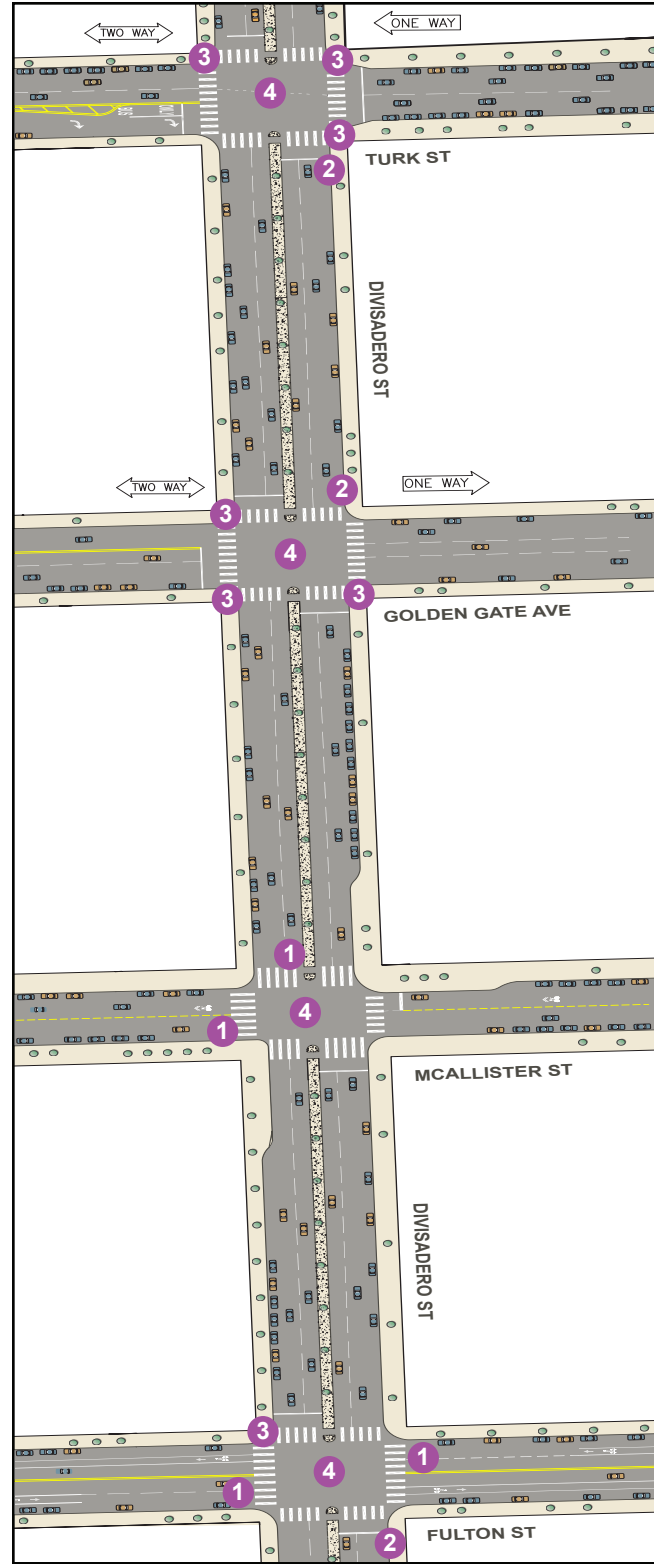
DIVISADERO CORRIDOR IMPROVEMENTS - SCOPE

TURK TO FULTON STREETS



PROPOSED IMPROVEMENTS

- 1 Advanced limit lines
- 2 Daylighting
- 3 Pedestrian safety zone
- 4 Increase signal lens size from 8" to 12"



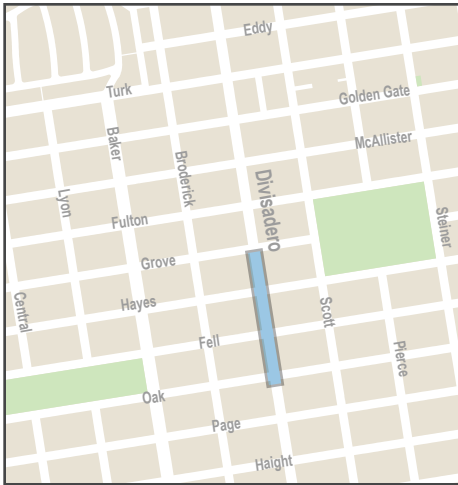
Turk Street
(resize 6 signal heads)

Golden Gate Avenue
(resize 4 signal heads)

McAllister Street
(resize 9 signal heads)

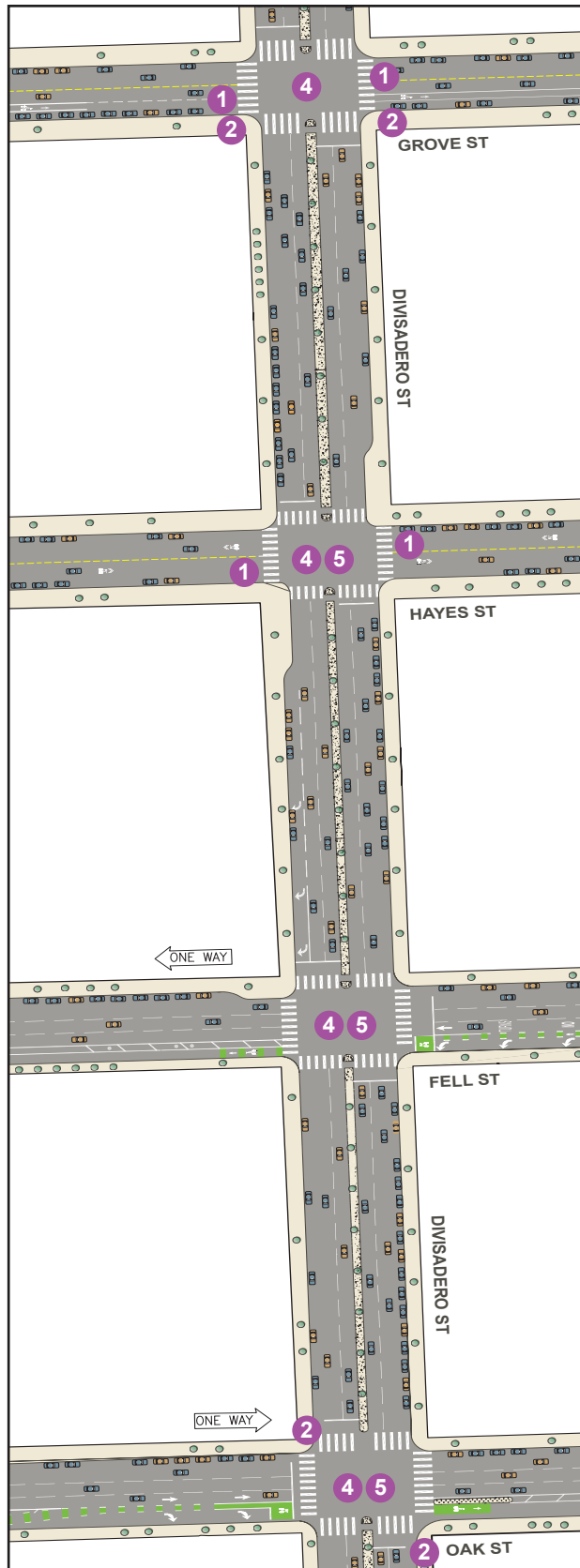
Fulton Street
(resize 8 signal heads)

GROVE TO OAK STREETS



PROPOSED IMPROVEMENTS

- 1 Advanced limit lines
- 2 Daylighting
- 3 Pedestrian safety zone
- 4 Increase signal lenses size from 8" to 12"
- 5 Leading pedestrian intervals & longer crossing times



Grove Street
(resize 4 signal heads)

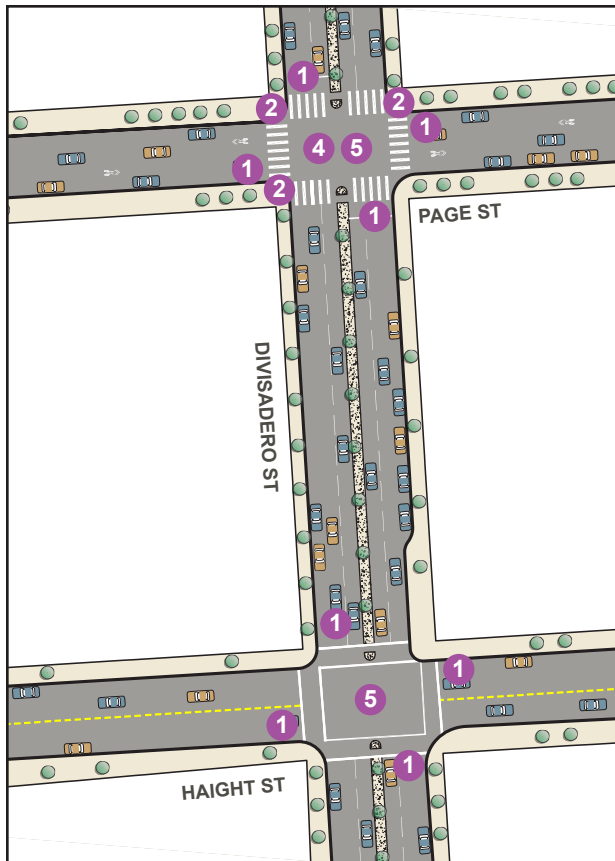
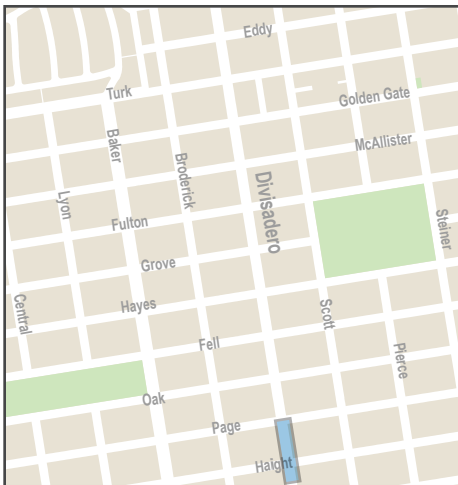
Hayes Street
(resize 10 signal heads)

Fell Street
(resize 5 signal heads)

Oak Street
(resize 3 signal heads)

DIVISADERO CORRIDOR IMPROVEMENTS - SCOPE

PAGE TO HAIGHT STREETS



Page Street
(10 new signal heads)

Haight Street

PROPOSED IMPROVEMENTS

- 1 Advanced limit lines
- 2 Daylighting
- 3 Pedestrian safety zone
- 4 Increase signal lenses size from 8" to 12"
- 5 Leading pedestrian intervals & longer crossing times



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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Bicycle Circulation/Safety
Current Prop K Request:	\$390,000
Supervisory District(s):	District 06

REQUEST

Brief Project Description

Bikeway improvements on Howard Street from 3rd Street to The Embarcadero, creating a continuous, protected bikeway from 11th Street in western SoMa, through downtown and adjacent to the Transbay Terminal, with a connection to The Embarcadero.

Detailed Scope, Project Benefits and Community Outreach

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. Commissioner Haney has requested that this project advance with District 6 NTIP funds.

Prop K funds are requested for the design phase for improvements on Howard Street from 3rd Street to The Embarcadero, including: protected bikeway featuring a curbside bikeway; traffic delineators; floating parking; painted hatched buffer areas; and bus boarding islands. To accommodate the protected bikeway, a travel lane or parking lanes may be removed.

This project is a highly-demanded safety project to improve conditions along a high volume bicycling corridor in a dense transportation and downtown building environment. The project extends existing (5th to 11th Street) and planned (3rd to 5th Street) protected bikeway on Howard Street. The project length is approximately 0.75 miles, and intersects existing bikeways on 2nd Street and Fremont Street (south of Howard), and will connect to the proposed bikeway on Beale Street. This segment of bikeway improvements on Howard will complete a continuous protected bikeway from 11th Street in western SoMa, through downtown and adjacent to the Transbay Terminal, with a connection to The Embarcadero.

A future, larger capital project is planned for this area and is part of the South Downtown Design and Activation Plan.

Project Location

Howard Street between The Embarcadero and 3rd Street

Project Phase(s)

Design Engineering (PS&E)

Justification for Multi-phase Request

This is quick build project with Supervisor support. It will complete the bike lane along Howard where there was a recent bicyclist fatality (near Howard and 6th streets).

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Justification for Necessary Amendment	
Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$25,000 not needed for the planning phase of The Embarcadero at Pier 39/Fisherman's Wharf project, and \$290,000 from Ocean Avenue Safety Improvements to the subject project. Planning for the Ocean Avenue project can advance in Fiscal Year 2019/20 with the \$350,000 in remaining Prop K funds. We will work with SFMTA to fill the \$290,000 funding gap through the next SFMTA Capital Improvement Program process, to be completed in early 2020.	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

SFMTA will be working to implement quickly with an outreach process that will include direct outreach to stakeholders, such as the Supervisor's Office, TJPA CAC, Yerba Buena Community Benefits District, East Cut, Yerba Buena Alliance, Building Owners and Managers Association and properties along the corridor. There will be up to two open houses to inform the public and stakeholders of the preferred design(s).

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

FY of Allocation Action:	FY2018/19
Project Name:	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$390,000	\$0	\$0	\$390,000
Phases in Current Request Total:	\$390,000	\$0	\$0	\$390,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$390,000	\$0	\$0	\$390,000
TBD (E.G. PROP B GENERAL FUND, TRANSIT CENTER IMPACT FEES)	\$1,636,000	\$0	\$0	\$1,636,000
Funding Plan for Entire Project Total:	\$2,026,000	\$0	\$0	\$2,026,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$390,000	\$390,000	Previous projects with similar features (e.g. protected bike lanes, signal timing, transit islands)
Construction	\$1,636,000	\$0	Estimate based on similar recent projects
Operations	\$0	\$0	
Total:	\$2,026,000	\$390,000	

% Complete of Design:	5.0%
As of Date:	03/25/2019
Expected Useful Life:	20 Years

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 379,800	97%
4. Contingency	\$ 10,200	3%
TOTAL PHASE	\$ 390,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 225,000
SFPW	\$ 165,000
TOTAL	\$ 390,000

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

FY of Allocation Action:	FY2018/19
Project Name:	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$390,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$0	Total Prop AA Recommended:	\$0

SGA Project Number:	139-xxxxxx	Name:	Howard Street - Embarcadero to 3rd Street
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2020
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
	\$50,000	\$340,000	\$0	\$0	\$0	\$390,000

Deliverables

1. With the first quarterly progress report due July 15, 2019, provide 2-3 photos of typical before conditions.
2. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page) as well as an updated scope, schedule, and budget. The latter can be included as part of an allocation request for the construction phase.

Special Conditions

1. Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes

1. Prop K amount includes \$75,000 in District 6 NTIP Capital funds.
2. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	80.75%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$390,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Joel C Goldberg
Title:		Grants Procurement Manager
Phone:	(415) 701-5228	(415) 646-2520
Email:	matt.lasky@sfmta.com	joel.goldberg@sfmta.com

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
 Bicycle Circulation and Safety (EP 39)
 Programming and Allocations to Date

Pending May 21, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day 2015	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$0				\$0
SFMTA	Bike To Work Day Promotion	CON	Allocated			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Allocated				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Allocated					\$38,475	\$38,475
SFMTA	Bicycle Promotion	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Promotion	CON	Programmed		\$0				\$0
SFMTA	Bicycle Promotion	CON	Programmed			\$0			\$0
SFMTA	Bicycle Promotion	CON	Programmed					\$0	\$0
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$0					\$0
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety Education and Outreach	CON	Allocated		\$170,000				\$170,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$0				\$0
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated		\$80,000				\$80,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$0			\$0
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated				\$117,243		\$117,243
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated					\$90,000	\$90,000
SFMTA	Bicycle Safety Education and Outreach	CON	Allocated					\$90,529	\$90,529
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/CON	Programmed	\$0					\$0
SFMTA	Bicycle Counters & Barometers	CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/CON	Programmed				\$0		\$0
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$0				\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Innovative Treatments	PLAN	Programmed			\$0			\$0
SFMTA	Innovative Treatments	PLAN	Programmed				\$0		\$0
SFMTA	Innovative Treatments	PLAN	Programmed					\$0	\$0
SFMTA	Innovative Treatments	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$0				\$0
SFMTA	Innovative Treatments	DES	Programmed			\$0			\$0
SFMTA	Innovative Treatments	DES	Programmed				\$0		\$0
SFMTA	Innovative Treatments	DES	Programmed					\$0	\$0
SFMTA	Innovative Treatments	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$0				\$0
SFMTA	Innovative Treatments	CON	Programmed			\$0			\$0
SFMTA	Innovative Treatments	CON	Programmed				\$0		\$0
SFMTA	Innovative Treatments	CON	Programmed					\$0	\$0
SFMTA	Innovative Treatments	CON	Programmed					\$0	\$0
SFMTA	Spot Improvements	CON	Programmed	\$0					\$0
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$0				\$0
SFMTA	Spot Improvements	CON	Programmed			\$0			\$0
SFMTA	Spot Improvements	CON	Programmed				\$0		\$0
SFMTA	Spot Improvements	CON	Programmed					\$0	\$0
Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Project Planning and Scoping	PLAN	Allocated	\$76,356					\$76,356
SFMTA	Bike Strategy Conceptual Design	PLAN	Allocated	\$100,144					\$100,144
SFMTA	Bicycle Wayfinding Signs - Pilot	PLAN	Allocated		\$20,000				\$20,000
SFMTA	Bicycle Wayfinding Signs - Design	PLAN	Allocated		\$173,000				\$173,000
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$0				\$0
SFMTA	Central Richmond Neighborway	PLAN	Allocated			\$155,000			\$155,000
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrade	DES	Programmed		\$0				\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$0				\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$0			\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$0		\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$0	\$0
SFCTA	YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN	Allocated					\$240,000	\$240,000
SFMTA	YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN	Allocated					\$10,000	\$10,000
SFMTA	Safe Streets Project Evaluation Program	PLAN	Allocated				\$189,850		\$189,850
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	PA&ED, PS&E	Allocated	\$123,882					\$123,882
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	Allocated	\$132,218					\$132,218
SFMTA	Sharrows	CON	Programmed		\$0				\$0
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed		\$0				\$0
SFMTA	Second Street Vision Zero Improvements [Vision Zero]	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Improvement - EP 39	CON	Allocated			\$110,000			\$110,000
SFMTA	Twin Peaks Connectivity	PLAN, PA&ED	Allocated	\$23,000					\$23,000
Any	NTIP Placeholder	ANY	Programmed		\$0				\$0
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital]	CON	Allocated		\$188,931				\$188,931
SFMTA	Arguello Boulevard Improvements	CON	Allocated					\$70,700	\$70,700

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	CON	Allocated		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Valencia Bikeway Implementation Plan [NTIP Planning]	PLAN	Allocated				\$145,000		\$145,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	CON	Allocated				\$100,000		\$100,000
ANY	NTIP Placeholder	ANY	Programmed					\$289,000	\$289,000
SFMTA	Battery and Sansome Bicycle Connections [NTIP Capital] ¹	CON	Allocated					\$200,000	\$200,000
SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital] ²	PS&E	Pending					\$390,000	\$390,000
SFMTA	Beale Street Bikeway	PS&E	Programmed					\$330,000	\$330,000
SFMTA	Ocean Avenue Safety Improvements ²	PLAN	Programmed					\$110,000	\$110,000
SFMTA	The Embarcadero Enhancements	PA&ED	Allocated					\$550,000	\$550,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements ²	PLAN/CER	Programmed					\$0	\$0
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PLAN/CER	Allocated					\$175,000	\$175,000
SFMTA	20th Avenue Neighborhood	CON	Allocated					\$560,000	\$560,000
Transit Access									
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed		\$0				\$0
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed				\$0		\$0
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$0				\$0
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$0		\$0
BART	Station Bicycle Parking and Access Improvements	CON	Allocated					\$550,000	\$550,000
BART	16th/Mission Bike Station [NTIP]	DES	Programmed	\$0					\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	24th/Mission Bike Station [NTP]	DES	Programmed	\$0					\$0
BART	Glen Park Bike Station	DES	Programmed	\$0					\$0
Total Programmed in 5YPP				\$1,886,024	\$681,931	\$303,475	\$590,568	\$3,693,704	\$7,155,702
Total Allocated and Pending in 5YPP				\$1,886,024	\$681,931	\$303,475	\$590,568	\$2,964,704	\$6,426,702
Programmed in 2019 Strategic Plan				\$1,886,024	\$681,931	\$303,475	\$590,568	\$3,693,704	\$7,155,702
Deobligated since 2019 Strategic Plan Adoption				\$0					\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

FOOTNOTES:

Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (Resolution 2019-022, approved 11/27/2018).

Bicycle Promotion: Reduced from \$46,797 to \$0 in FY 16/17 and 18/19. Promotion activities conducted through Bike to Work Day Promotion and Bicycle Outreach and Education.

Bicycle Safety, Education & Outreach (e.g., Classes): Reduced from \$144 to \$0 in FY 16/17. Funds to be reprogrammed to bicycle education projects in 2019 5YPP.

Bicycle Counters & Barometers: Reduced from \$54,115 to \$0 in FY 14/15 and 17/18. SFMTA is not planning to install additional counters or barometers.

Innovative Treatments: Reduced from \$523,974 to \$0 in FY 14/15 - 18/19. Innovative treatments discontinued as a distinct project because they are installed as part of individual near and long term bicycle projects where feasible.

Spot Improvements: Reduced from \$467,130 to \$0 in FY 15/16 - 18/19. Project advanced with non-Prop K funds.

Bicycle Network Expansion and Upgrades: Reduced from \$1,481,453 to \$0 in FY 15/16 - 18/19. Projects advanced with non-Prop K funds.

Sharrows: Reduced from \$138,100 to \$0 in FY 15/16. Funds not required; sharrows have been installed on all Class 3 portions of the SF bike network.

Western Addition - Downtown Bikeway Connector [NTIP]: Reduced from \$62,000 to \$0 in FY 14/15. Project advancing through implementation of the Western Addition Community Based Transportation Plan [NTIP Planning] with Prop K funds in the 2019 5YPP period through the Citywide Neighborhood Program and/or non-Prop K sources. NTIP programming amount incorporated into FY 18/19 placeholder.

Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$0 in FY 14/15 and 15/16. Updated project scope will advance with Prop K funds in FY 18/19 through The Embarcadero Enhancements project. NTIP programming amount incorporated into FY 18/19 placeholder.

Caltrain Bike Facility Improvements: Reduced from \$400,000 to \$0 in FY 15/16 and 17/18. Updated project scope will advance with Prop K funds in the 2019 5YPP.

NTIP Placeholder: Added placeholder with \$564,000 in FY 18/19.

Beale Street Bikeway: Added project with \$330,000 in FY 18/19 for design.

Ocean Avenue Safety Improvements: Added project with \$400,000 in FY 18/19 for planning.

The Embarcadero Enhancements: Added project with \$550,000 in FY 18/19 for planning.

The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements: Added project with \$200,000 in FY 18/19 for planning.
20th Avenue Neighborhood: Added project with \$560,000 in FY 18/19 for construction.

¹ 5YPP amendment to fund Battery and Sansome Bicycle Connections [NTIP Capital] (Resolution 2019-28, 11/28/2018).

NTIP Placeholder: Reduced from \$564,000 to \$364,000

Battery and Sansome Bicycle Connections [NTIP Capital]: Added project with \$200,000 in Fiscal Year 2018/19 for construction.

² 5YPP amendment to fund Howard Street - Embarcadero to 3rd Street [NTIP Capital] (Resolution 2019-xx, xx/xx/2019).

The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements: Reduced from \$25,000 to \$0 in Fiscal Year 2018/19

Ocean Avenue Safety Improvements: Reduced from \$400,000 to \$110,000 in Fiscal Year 2018/19

NTIP Placeholder: Reduced from \$364,000 to \$289,000

Howard Street - Embarcadero to 3rd Street [NTIP Capital]: Added project with \$390,000 in Fiscal Year 2018/19 for design.

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Bicycle Circulation and Safety (EP 39)
Cash Flow (\$) Maximum Annual Reimbursement

Pending May 21, 2019 Board

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Bicycle Safety, Education and Outreach					
Bike To Work Day 2015	CON	\$76,000			\$76,000
Bike To Work Day Promotion	CON	\$0			\$0
Bike To Work Day Promotion	CON	\$38,475			\$38,475
Bike To Work Day Promotion	CON	\$38,475			\$38,475
Bike To Work Day Promotion	CON	\$38,475			\$38,475
Bicycle Promotion	PLAN	\$0			\$0
Bicycle Promotion	CON	\$0			\$0
Bicycle Promotion	CON	\$0			\$0
Bicycle Promotion	CON	\$0			\$0
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$0			\$0
Bicycle Safety Education Classes	CON	\$72,000			\$72,000
Bicycle Safety Education and Outreach	CON	\$170,000			\$170,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$0			\$0
Youth Bicycle Safety Education Classes	CON	\$80,000			\$80,000
Bicycle Safety, Education & Outreach (e.g., Classes)	CON	\$0			\$0
Youth Bicycle Safety Education Classes	CON	\$117,243			\$117,243
Youth Bicycle Safety Education Classes	CON	\$90,000			\$90,000
Bicycle Safety Education and Outreach	CON	\$45,529	\$45,000		\$90,529
System Performance and Innovation					
Bicycle Counters & Barometers	DES/ CON	\$0			\$0
Bicycle Counters & Barometers	CON	\$97,500			\$97,500
Bicycle Counters & Barometers	DES/ CON	\$0			\$0
Market Street Green Bike Lanes and Raised Cycletrack	CON	\$758,400			\$758,400
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	PLAN	\$0			\$0

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	\$82,700			\$82,700
7th Avenue and Lincoln Way Intersection Improvements	CON	\$115,324			\$115,324
Spot Improvements	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
Bicycle Network Expansion and Upgrades					
Bike Strategy Project Planning and Scoping	PLAN	\$76,356			\$76,356
Bike Strategy Conceptual Design	PLAN	\$100,144			\$100,144
Bicycle Wayfinding Signs - Pilot	PLAN	\$20,000			\$20,000
Bicycle Wayfinding Signs - Design	PLAN	\$173,000			\$173,000
Bicycle Network Expansion and Upgrades	PLAN	\$0			\$0
Bicycle Network Expansion and Upgrades	PLAN	\$0			\$0
Central Richmond Neighborhood	PLAN	\$155,000			\$155,000
Bicycle Network Expansion and Upgrades	DES	\$0			\$0
Bicycle Network Expansion and Upgrade	DES	\$0			\$0

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Bicycle Network Expansion and Upgrades	CON	\$0			\$0
Bicycle Network Expansion and Upgrades	CON	\$0			\$0
Bicycle Network Expansion and Upgrades	ANY	\$0			\$0
Bicycle Network Expansion and Upgrades	ANY	\$0			\$0
Bicycle Network Expansion and Upgrades	ANY	\$0	\$0		\$0
YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN		\$180,000	\$60,000	\$240,000
YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN		\$10,000		\$10,000
Safe Streets Project Evaluation Program	PLAN	\$189,850			\$189,850
Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	PA&ED, PS&E	\$123,882			\$123,882
Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	\$132,218			\$132,218
Sharrows	CON	\$0			\$0
Western Addition - Downtown Bikeway Connector	ENV	\$0			\$0
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$0			\$0
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$0			\$0
Second Street Vision Zero Improvements [Vision Zero]	CON	\$158,500			\$158,500
Second Street Improvement - EP 39	CON	\$110,000			\$110,000
Twin Peaks Connectivity	PLAN, PA&ED	\$23,000			\$23,000
NTIP Placeholder	ANY	\$0			\$0
Arguello Boulevard Near-term Improvements [NTIP Capital]	CON	\$188,931			\$188,931
Arguello Boulevard Improvements	CON	\$70,700			\$70,700

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	CON	\$50,000			\$50,000
Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN	\$50,000			\$50,000
Valencia Bikeway Implementation Plan [NTIP Planning]	PLAN	\$100,000	\$45,000		\$145,000
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	CON	\$100,000			\$100,000
NTIP Placeholder	ANY	\$0	\$289,000		\$289,000
Battery and Sansome Bicycle Connections [NTIP Capital]1	CON	\$100,000	\$100,000		\$200,000
Howard Street - Embarcadero to 3rd Street [NTIP Capital]2	PS&E	\$50,000	\$340,000		\$390,000
Beale Street Bikeway	PS&E	\$66,000	\$264,000		\$330,000
Ocean Avenue Safety Improvements2	PLAN		\$110,000		\$110,000
The Embarcadero Enhancements	PA&ED	\$50,000	\$500,000		\$550,000
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements2	PLAN/CER	\$0	\$0		\$0
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PLAN/CER	\$20,000	\$155,000		\$175,000
20th Avenue Neighborway	CON	\$0	\$560,000		\$560,000
Bicycle Network Expansion and Upgrades					
San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	\$20,000			\$20,000
Caltrain Bike Facility Improvements	DES/CON	\$0			\$0
Caltrain Bike Facility Improvements	DES/CON	\$0			\$0
Caltrain Bike Facility Improvements	CON	\$0			\$0
Caltrain Bike Facility Improvements	CON	\$0			\$0
Station Bicycle Parking and Access Improvements	CON	\$50,000	\$500,000		\$550,000
16th/Mission Bike Station [NTIP]	DES				\$0

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
24th/Mission Bike Station [NTIP]	DES				\$0
Glen Park Bike Station	DES	\$0			\$0
Cash Flow Programmed in 5YPP					
		\$3,997,702	\$3,098,000	\$60,000	\$7,155,702
Cash Flow Allocated and Pending					
		\$3,931,702	\$2,435,000	\$60,000	\$6,426,702
					\$0
Cash Flow Programmed in 2019 Strategic Plan					
		\$4,122,502	\$3,033,200	\$0	\$7,155,702
Deobligated since 2019 Strategic Plan Adoption					
		\$0			\$0
Cumulative Remaining Cash Flow Capacity					
		\$124,800	\$60,000	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



Memorandum

Date: April 18, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 05/14/19 Board Meeting: Authorize the Executive Director to Execute Agreements and Documents Required for the Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California Department of Transportation and the Treasure Island Development Authority

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director to execute the following agreements and documents required for the right-of-way property acquisition and transfers for the construction phase of the Yerba Buena Island (YBI) Southgate Road Realignment Improvements Project: <ul style="list-style-type: none"> ○ Offers to Purchase and a Gratuitous Services Agreement with the United States (U.S.) Coast Guard ○ All agreements, documents and deeds required to transfer the acquired right-of-way to the California Department of Transportation (Caltrans) and the Treasure Island Development Authority (TIDA) • Authorize the Executive Director to negotiate agreement payment terms and non-material terms and conditions <p>SUMMARY</p> <p>The requested action is a supplement to the action taken by the Board in March to advance the YBI Southgate Road Realignment Improvements Project (Project) to the construction phase. On behalf of TIDA, the Transportation Authority will be acquiring property on YBI from the U.S. Coast Guard to enable construction of the Project according to the current schedule and for continued use of Vista Point. The Transportation Authority will subsequently be transferring the majority of the property to TIDA as soon as practicable and the remainder to Caltrans after construction is complete.</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 checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION**Background.**

At its March 19, 2019 meeting, the Board gave final approval for the Executive Director to execute various agreements for the Project, including license agreements with the U.S. Coast Guard and amendments to the right-of-way and construction Memorandums of Agreements (MOAs) with TIDA. The amendment to the right-of-way MOA included an amount not to exceed \$5,534,760 for right-of-way property acquisition. TIDA has now requested that the Transportation Authority, rather than TIDA as originally anticipated, purchase the property from the U.S. Coast Guard, in lieu of TIDA purchasing the property directly, so that construction activities may continue as currently scheduled and for continued use of Vista Point. As described further below, the Transportation Authority will subsequently be transferring the majority of the property to TIDA as soon as practicable and the remainder to Caltrans after construction is complete.

Agreements.

Following the agreements approved by the Board in March, there are now additional agreements required to acquire right-of-way and prepare the Project for construction as discussed below. TIDA has requested that the Transportation Authority take these actions to satisfy right-of-way certification conditions prior to issuing an invitation to bid for construction, currently planned for June. We anticipate bringing the construction contract award to the Board for approval in September 2019, with construction activities starting in October 2019.

Offers to Purchase: Pursuant to TIDA's request, the Transportation Authority will act on behalf of TIDA to acquire real property interests from the U.S. Coast Guard for the Project right-of-way. At this point, there are two Offers to Purchase anticipated to be executed, for a total amount not to exceed \$5,534,760. The first draft Offer to Purchase will be for the acquisition of U.S. Coast Guard property Quarters 8 and Quarters 9. The title to the property will not transfer to the Transportation Authority until the lead contaminated soil is removed per the Gratuitous Services Agreement discussed below, and a No Further Action Letter (NFA) is obtained by the U.S. Coast Guard from the Department of Toxic Substance Control (or NFA equivalent is provided by U.S. Coast Guard), currently anticipated as a six-month process. The Transportation Authority and the U.S. Coast Guard will execute the second Offer to Purchase once the additional property covered by that Offer is placed on the U.S. Coast Guard's divestiture list. The right-of-way acquisition will be funded with TIDA, Bay Area Toll Authority (BATA), state and federal funds.

All obligations assumed by the Transportation Authority under the Offers to Purchase are deemed to be Transportation Authority Right-of-Way Costs, subject to TIDA's reimbursement obligation pursuant to the existing Memorandum of Agreement (MOA) with TIDA for the right-of-way phase of the Project.

Gratuitous Services Agreement: This agreement allows for removal of lead contaminated soil identified on U.S. Coast Guard property that will be acquired for the Project. This work will be completed as part of the construction of the Project on U.S. Coast Guard property, while right-of-way acquisition is being completed.

Right-of-Way Transfer: The Transportation Authority will acquire the real property interests needed for the Project. Once the Transportation Authority acquires the property, the majority of the property will be transferred to TIDA as soon as practicable and the remaining portion will be transferred to

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Caltrans after construction is complete. The requested action also authorizes the Executive Director to sign the deeds and related documents to permit the transfer of property to TIDA and Caltrans.

Funding.

There are no changes to the funding plan since it was last presented to the Board in March, as shown in the table below. The property acquisition is contingent upon the authorization of federal, state and regional grant funds, currently expected in May 2019.

YBI Southgate Road Realignment Improvements Project							
Overall Funding Plan							
PHASE	FEDERAL HIGHWAY BRIDGE PROGRAM	STATE PROP 1B	BATA	TIDA	FUTURE BATA	FUTURE FEDERAL HIGHWAY BRIDGE PROGRAM¹	TOTAL
Preliminary Engineering	\$ -	\$ -	\$ 6,819,315	\$ -	\$ 673,967	\$ -	\$ 7,493,282
Right-of-way	\$ 885,300	\$ 114,700	\$ -	\$ 500,000	\$ 20,137	\$ 4,014,623	\$ 5,534,760
Construction	\$ 26,861,019	\$ 2,148,445	\$ 4,431,685	\$ -	\$ 523,217	\$ 4,038,399	\$ 38,002,765
TOTAL	\$ 27,746,319	\$ 2,263,145	\$ 11,251,000	\$ 500,000	\$ 1,217,321	\$ 8,053,022	\$ 51,030,807

Schedule.

The Project schedule is projected as follows:

- Execute Caltrans Cooperative Agreement, U.S. Coast Guard Agreements, Utility Agreement, and Right-of-Way Certification – April-May 2019
- Request Construction Phase Funding – June 2019
- Obtain Construction Phase Funding Allocation Approval – June 2019
- Advertise Construction Contract – June 2019
- Award Construction Contract – September 2019
- Begin Construction – October 2019
- Open to Traffic – January 2021

FINANCIAL IMPACT

The right-of-way acquisitions are included in the Transportation Authority's Fiscal Year 2018/19 mid-year budget amendment and will be funded with federal Highway Bridge Program, state Prop 1B, BATA or TIDA funds specifically designated for the Project, as shown above.

CAC POSITION

The CAC will consider this item at its April 24, 2019 meeting.

¹ Future federal Highway Bridge Program funds are subject to change based on funding partners fair share split negotiation.

SUPPLEMENTAL MATERIALS

None.



Memorandum

Date: April 18, 2019
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 04/24/2019 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

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 2-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. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility construction is the current critical work activity. The project is approximately 31% complete. In response to comments made by several Board members at the March 19 meeting, staff from the SFMTA and the Office of Economic and Workforce Development will attend the April 23 Board meeting to report on business impact mitigation efforts and metrics. We will provide highlights from the Board item at the April 24 CAC meeting.

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

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, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. 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.

The construction teams underground contractors consisting of Ranger Pipeline and KJ Woods completed sewer installation on the west side of South Van Ness Avenue between Mission and Market streets. Ranger Pipeline and subcontractor KJ Woods also completed sewer installation at the intersections of Oak and California streets. Ranger Pipeline began water installation at Mission Street and Bush intersections. Ranger Pipeline also continues water main installation at Oak and California intersections.

Bauman Landscape and Construction (Bauman) conducted sidewalk replacement on the west side of Van Ness Avenue between Eddy and Ellis streets, and between O’Farrell and Geary streets. As previously reported, the project team discovered that parts of Van Ness Avenue do not have existing concrete base layer beneath the asphalt layer. The City’s typical roadway cross section consists of three inches of asphalt on top of eight-inches of concrete base, but parts of Van Ness Avenue only have eight to twelve inches of asphalt without any concrete base. SFMTA has elected to direct the contractor to install the necessary concrete base at specific locations along the corridor to meet the City’s typical cross section requirement. Bauman installed concrete base on the west side of Van Ness Avenue at Golden Gate Avenue and Turk Street intersections. Bauman also installed concrete base on the east side of Van Ness Avenue at Broadway, Green, Union and Filbert street intersections. Bauman also placed asphalt on the installed concrete base on the west side of Van Ness at Golden Gate Avenue intersection and on the east side of Van Ness Avenue at Broadway, Green and Union street intersections. Asphalt was also placed on the west side of Van Ness Avenue between McAllister and Turk streets, east side of Van Ness Avenue between Broadway and Vallejo streets and between Green and Filbert streets.

Phoenix Electric began electric duct bank installation between Mission and Market streets. Phoenix Electric also continues to install pole foundations between Hickory and McAllister, Ellis and O’Farrell and Vallejo and Filbert streets. Installation of street light conduits continues on Van Ness Avenue from the west to the east side at McAllister and Lombard street intersections.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The project team is using temporary traffic control measures such as channelizer traffic cone and variable message signs to direct traffic. Temporary bus stop platforms have also been installed or relocated nearby as needed.

Outreach and Business Mitigation.

The project team continues to provide a robust public outreach and engagement program with local residents and businesses. The project hosts monthly “Meet the Expert” speaker series at local corridor businesses to provide residents opportunities to learn about specific project initiatives and updates. At the April 3 event, Amy Fowler from the SFMTA, spoke about the Geary Rapid project. Additional ongoing outreach work included noticing for night work 72-hours in advance, providing monthly briefings to public officials and developing and distributing quarterly newsletters.

To help local businesses SFMTA project staff continue to host monthly Van Ness Business Advisory Committee meetings to provide project updates and address issues businesses are having on Van Ness Avenue. Technical advisory is also provided to impacted businesses by the Office of Economic and Workforce Development's Open for Business program including legal services, financial assistance, training and technical assistance, legal assistance, grant and loan programs. The increased duration of the project's construction continues to concern businesses along the corridor.

Project Schedule, Budget and Funding Plan.

The project is approximately 31% complete, compared to 28% complete reported in March to the Board. The original late 2019 BRT service start date has been revised to December 2021 (Attachment 1) due to construction difficulties. Walsh Construction expenditures to date totaled \$74.1 million out of the \$204.3 million contract amount for the Van Ness Ave Improvement Project. Walsh has filed three certified claims for \$24.39 million which have all been rejected, however settlement negotiations are ongoing. We have asked the SFMTA to provide total expenditures on the project as part of the monthly reporting – including staff and other costs beyond the construction contract, to provide a more comprehensive picture of how the project is progressing.

The funding plan is unchanged from last month and still includes a \$9.8 million funding need, which currently falls within the approximately \$27.5 million contingency for the project. SFMTA intends to address this funding gap during its next Capital Improvement Program update planned for mid-2020. Meanwhile, the SFMTA is seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout.

Current Issues and Risks.

The project is currently more than a year and half 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, through both construction adjustments and by increasing staff capacity on the project. As previously reported, efforts to mitigate project delay have been offset by the need to install new concrete base at various locations along Van Ness Avenue which in turn has increased the scope of the project including additional contract work days. Lastly, identifying \$9.8 million to fully fund the project contingency as mentioned above, remains an issue.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Agenda Item 11

Attachments

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 (CM/GC) Process																																								
5. Construction																																								
6. Revenue Operations Begin																																								
* Conceptual Engineering and Environmental Studies began in 2007																																								

Date: Apr 16, 2019

Key: Currently Scheduled Late Start since last report Late Finish since last report



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Memorandum

Date: April 19, 2019
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 04/24/2019 Citizen Advisory Committee Meeting: Central Subway Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>This memo provides a progress update on the San Francisco Municipal Transportation Agency’s (SFMTA’s) Central Subway project, as requested by the CAC. The Central Subway will extend the T-Third light rail line north from King Street along Fourth Street, entering a tunnel north of Bryant Street, crossing beneath Market Street, and running under Stockton Street to Stockton and Washington streets. A surface station will be provided near Brannan Street, and underground stations will be located at Yerba Buena/Moscone Center, Union Square, and Chinatown. The budget for the \$1.578 billion project includes funding for 24 light rail vehicles to expand the SFMTA’s fleet. As of February 28, 2019, the project was 79.3% The SFMTA’s scheduled date for revenue service is December 2019, one year after the original baseline schedule adopted in March 2010. At the request of Chair Peskin, staff from the SFMTA and the Office of Economic and Workforce Development will attend the April 23 Board meeting to report on business impact mitigation efforts. We will provide highlights from the Board item at the April 24 CAC meeting.</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 Central Subway project is one of the signature projects in the Prop K Expenditure Plan. Key project benefits include bringing efficient transit service to neighborhoods in need of improved transportation options; decrease travel times in densely populated, high-traffic areas; connecting southeastern San Francisco to jobs and commerce downtown; and connect the city and regional transportation networks, including providing a direct link between BART and Muni Metro at Powell Station and to Caltrain at 4th and King.

On March 30, 2010, through Resolution 10-51, the Transportation Authority Board adopted a Baseline Budget, Schedule and Funding Plan for the Central Subway project and subsequently adopted an amended funding plan on February 15, 2011 (Resolution 11-44) to strengthen the SFMTA’s application for a Full Funding Grant Agreement from the Federal Transit Administration (FTA). On

October 11, 2012 the SFMTA received the Full Funding Grant Agreement from the FTA, which represents the federal government's commitment of \$942 million in New Starts funds to the project. Construction started in January 2010. The Transportation Authority has committed \$214 million to the project from a combination of Prop K, Regional Transportation Improvement Program (RTIP), and One Bay Area Grant funds.

Status and Key Activities.

The project is being delivered in four construction packages, three of which (Utility Relocation 1, Utility Relocation 2, and Tunnels) have been completed. Work is underway on the \$859.7 million Stations and Systems contract, where expenditures have reached \$681.5 million, or 79.3% of the total. As of December 31, 2018, the project had paid \$231.4 million to Small Business Enterprises, which represents 21.24% of the total contract expenditures. This is the largest single construction contract ever awarded by the SFMTA.

Tutor Perini, the contractor for the Stations and Systems contract, is proceeding at all four station locations. At the Chinatown Station, excavation is complete and installation of the final liner at the station cavern is underway, together with mechanical, electrical and plumbing work. At the Union Square station, work continues on the station platform as well as on vertical transportation, fireproofing and soundproofing. Switchgear installation in the Main Mechanical Room is also underway. Meanwhile, at the Yerba Buena/Moscone Center station, work is proceeding on fire protection system and lighting. On the Surface, Track and Systems portion of the work, installation of traction power conduits throughout the system continues, together with plinth construction and track installation in the tunnels.

Lastly, as of September 2018, all 24 of the light rail vehicles for the Central Subway project had been delivered, tested and placed in revenue service.

Construction Mitigation Program.

In November 2017, the City and County of San Francisco established a Construction Mitigation Program, meant to provide city departments with a suite of actions to limit or negate the negative impact construction projects have on surrounding businesses on commercial corridors. The Central Subway was one of the first projects to have a developed Construction Mitigation Plan, which included \$1.45 million in various mitigation measures including: hiring a full time Business Liaison/Public Information Officer, adding additional ambassadors to help resolve issues on the street as they arise, making the project office open to the public and holding regular office hours, enhanced street cleaning, corridor and \$400,000 in directed business support through the City's Office of Economic and Workforce Development (OEWD). OEWD resources to merchants include technical assistance, marketing, and grants for rent, utilities, and wages and to help a business complete physical improvements to their storefronts such as fixtures, furnishings and equipment painting, compliance with accessibility, and technology upgrades. Additionally, merchants had access to funds to help develop and implement a Business Action Plan.

The SFMTA is continuing to hold monthly meetings with merchants in Chinatown.

Project Schedule, Budget and Funding Plan.

The SFMTA's scheduled date for revenue service to begin is December 2019, one year later than the approved baseline. Last year, the SFMTA sought and received approval from the FTA for an

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extension to the Full Funding Grant Agreement along with a revised revenue service date. The FTA approved the extension request. As part of its approval, the FTA drew upon the recommendations from risk assessment workshops that the project team, FTA and Transportation Authority staff were participating in as part of the overall project management process. Based on the risk management workshops, the FTA's oversight consultant recommended a revised revenue service date of May 26, 2020 to account for identified risks which may, but are not certain to materialize. The FTA incorporated this recommendation into its approval letter for the grant agreement extension. The SFMTA remains committed to the official December 2019 revenue service date.

The project budget remains at \$1.578 billion, which is the baseline established in 2010. With \$1.316 billion expended to date, the project contingency stands at \$51.07 million, \$26.07 million over the minimum contingency of \$25 million recommended by the FTA. In 2018, as the construction work was getting closer to the completion date, the SFMTA reached out to the Metropolitan Transportation Commission (MTC) and the Transportation Authority to identify funding that could be used to backfill about \$62 million in state RTIP funds remaining from the Transportation Authority's original RTIP commitment to the project as part of the baseline funding plan. Due to the unreliability of the state RTIP funding, SFMTA assigned the funds to the contingency. Working together, staff from the three agencies identified a funding strategy to backfill the \$62 million in RTIP funds and agencies took actions to approve these last winter, with the Transportation Authority contributing primarily through a series of Prop K fund exchanges approved through the 2019 Prop K Strategic Plan and 5YPP updates. In December 2018, the Transportation Authority approved the last tranche of funds committed to the Central Subway project.

Current Issues and Risks.

The official schedule reflects a completion date of December 2019, one year behind the Baseline Schedule. However, contractor's delays in prosecuting the work, together with complications with the Automated Train Control and Radio Systems make it appear unlikely that the scheduled date will be met. The SFMTA is working with the contractor to attempt to mitigate the delays.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment1 – Funding Plan

Attachment 1: Central Subway Full
Funding Plan Updated: April 2019

Source ²	Type	Status	Project Phases ¹					TOTAL
			PE/ENV	PS&E	ROW	CON	Total by Status	
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$858,198,594	\$942,200,000	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
CMAQ ³	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
One Bay Area Grant Cycle 2 ⁷	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	
		Programmed	\$0	\$0	\$0	\$15,980,000	\$15,980,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop 1B - MTC	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$195,308,614	\$220,705,122	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
RIP/Other ^{3, 4, 5, 6, 7}	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
SB1 LCTOP	Local	Allocated	\$0	\$0	\$0	\$0	\$0	
		Programmed	\$0	\$0	\$0	\$3,950,000	\$3,950,000	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop B/Other Local ⁷	Local	Allocated	\$0	\$0	\$0	\$0	\$0	
		Programmed	\$0	\$0	\$0	\$40,046,095	\$40,046,095	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K ^{3, 5}	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$107,131,167	\$138,691,968	
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Totals		Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$1,324,411,743	\$1,518,323,905	
		Programmed	\$0	\$0	\$0	\$59,976,095	\$59,976,095	
		Planned	\$0	\$0	\$0	\$0	\$0	
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$1,578,300,000	

Footnotes

- ¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).
- ² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, LCTOP - Low Carbon Transit Operations Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, and TCRP - Traffic Congestion Relief Program.
- ³ In January 2008, the Transportation Authority working with MTC and SFMTA brokered a fund exchange of \$4 million in FY 2008/09 RIP funds programmed to Central Subway for an equivalent amount of CMAQ funds. The exchange gave SFMTA quicker access to the funds than would have been possible with the delay in available RIP funds. The \$4 million in CMAQ funds count toward the Transportation Authority's RIP commitment to the project. The RIP funds helped MTC address eligibility issues for a regional project. In November 2008, the Transportation Authority approved a fund exchange of \$2,025,000 in FY 2008/09 Prop K funds with an equivalent amount of CMAQ funds to help SFMTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program projects (Res. 09-25), without any negative impacts to the Central Subway Program.
- ⁴ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The Presidio Parkway RIP commitment was fulfilled with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for 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 (see note 6 below).
- ⁵ In October 2017, the Transportation Authority approved Resolution 18-16, approving a fund exchange of \$13.752 million in RIP funds for Restoration of Light Rail Lines project with an equivalent amount of Prop K funds for Central Subway. The state approved the RIP funds on March 21, 2018.
- ⁶ The Transportation Authority, MTC, and SFMTA worked collaboratively to develop a funding plan to ensure that alternate funding is available to the project, given that the remaining RIP funds will not be available in time to meet the project's cash flow needs. For the Transportation Authority's one-third share of that funding plan the Board approved in November 2018 two fund exchanges (see note 7 below), that along with \$964,968 in de-obligations from prior fund exchanges in the Prop K Central Subway category, directed a total of \$21 million toward the remaining Central Subway RTIP Commitment. MTC and SFMTA are providing their respective shares totaling \$40.75 million through several funding sources, as reflected in this table.
- ⁷ In November 2018, the Board adopted the 2019 Prop K Strategic Plan and Guideways-Discretionary 5-Year Prioritization Program which includes two fund exchanges to direct funds to the Central Subway: \$15,980,000 in OBAG 2 funds previously programmed to the Better Market Street project as part of a dollar-for-dollar fund exchange for discretionary Prop K Guideways funds, and, \$4,055,032 in Prop B General Funds previously programmed to the L-Faraval Transit and Street Improvements project as part of a dollar-for-dollar fund exchange for discretionary Prop K Guideways funds. MTC approved the OBAG 2 fund exchange in January 2019.



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Memorandum

Date: April 16, 2019
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 05/14/18 Board Meeting: Horizon and Plan Bay Area 2050 - Update

RECOMMENDATION **Information** **Action**

None. This is an information item.

SUMMARY

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently in the middle of a planning initiative called Horizon, which explores a range of uncertainties about what the next thirty years may bring to the region. The intent is to identify key transportation strategies and projects that perform well across different potential futures, supporting resiliency in our regional transportation system. The Horizon effort is the precursor to Plan Bay Area (PBA) 2050, the region’s long-range transportation and land-use plan, which is scheduled for adoption in 2021. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority must submit a list of San Francisco’s transportation priorities for inclusion in PBA 2050. MTC/ABAG have established a multi-step process which collects input on different types of projects at different times in the PBA development process. At the end of that process, the CMAs are asked to provide a final set of financially-constrained project priorities for inclusion in PBA 2050. MTC/ABAG have recently requested that the CMAs identify regionally-significant projects and submit them with a board resolution by July 2019. This memo provides an update on both Horizon and Plan Bay Area 2050, including our process for developing the list of City’s regionally-significant projects. We will return to the CAC in June for action on the list of projects.

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

DISCUSSION

Background

We last provided updates to the CAC on Horizon and PBA 2050 at the April 2018 and September 2018 CAC meetings, both of which focused on Horizon. Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) – called Plan Bay Area or PBA, to guide the region’s long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update

in 2017, called PBA 2040. MTC/ABAG are kicking off the official process for the next update, Plan Bay PBA 2050 in September 2019, when the Horizon effort will be winding down.

PBA must respond to state-imposed population and growth numbers and must only include transportation investments that fit within a reasonable fund estimate, among other requirements. PBA 2040 includes an action plan that covers broader topics such as resiliency, housing affordability, and displacement, but the bulk of PBA 2040 is focused on the development of a financially constrained transportation investment strategy and assigning housing and employment growth across the region. For the last 16 months, MTC and ABAG staff have been working on the Horizon effort, which explores a broader range of topic areas than what is required of PBA, and which will inform the transportation and land use decisions in PBA 2050.

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

Horizon

MTC and ABAG intend to wrap up Horizon this summer and move into PBA 2050 officially in September. Attachment 1 shows the latest schedule for the Horizon and PBA 2050 efforts. All of Horizon's major project components are underway or nearing completion and will inform PBA 2050. Horizon's guiding principles, established through region-wide outreach at the beginning of 2018, are: Affordable, Connected, Diverse, Healthy and Vibrant. Horizon's overarching goal is to identify projects and strategies that help the region achieve this series of guiding principles.

The three main streams of work for Horizon are:

- **Futures Planning:** MTC/ABAG staff created three divergent futures where the Bay Area must respond in very different ways to address factors such as sea level rise, job choices, level of automation, immigration, and available resources. Over the summer, MTC/ABAG will test how effectively various strategies, such as housing policies, transportation investment packages, and job incentives, will help support the guiding principles in each future.
- **Perspective Papers:** MTC and ABAG have released three of six planned perspective papers to date: Autonomous Vehicles, Toward a Shared Future, and Regional Growth Strategies. Still to come are The Future of Jobs, Bay Crossings, and Sea Level Rise. Each of these papers provides strategies to help address these critical challenges facing the region over the next thirty years, some of which are being analyzed as part of the Futures Planning work described above.
- **Project Performance Assessment:** Last year, MTC/ABAG issued an open call for transformative project ideas from public agencies, non-government organizations, and members of the public that they could test through the Horizon effort. This summer, MTC staff will conduct a project performance assessment of selected transformative projects in each of the three futures. MTC staff selected the 91+ projects shown in Attachment 2 to undergo

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a project performance assessment through Horizon. The list includes a number of large projects from the current PBA 2040, as well as other projects not currently in PBA 2040.

In the fall, MTC/ABAG will release the results of this analysis, and the projects and strategies that perform the best across multiple futures will be recommended for inclusion in PBA 2050. It is important to note though, that these are not the only projects that will be considered for PBA 2050 (see next section).

PBA 2050

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

- **Adopt PBA 2050 Vision, Goals and Targets:** For PBA 2040, a series of thirteen goals and targets were established ranging from housing affordability to greenhouse gas emissions reductions. We expect to see a similar range of goal areas and targets set for this plan, which may be informed by the Horizon Guiding Principles listed above.
- **Update the regional growth framework:** MTC and ABAG established Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the first Plan Bay Area adopted in 2013. The regional agencies are considering how to update and potentially expand those geographies. They will be asking local cities to submit proposals for new PDAs and PCAs this summer, and will establish a new geography, Priority Production Areas (focused on manufacturing and warehousing zoning) for local nominations. MTC/ABAG staff may recommend that MTC and ABAG expand the geographies of the growth framework beyond the locally-nominated PDAs, given the region's housing affordability challenges. These changes may have implications for the amount of growth that will be assigned to these areas in PBA 2050 and the subsequent Regional Housing Needs Assessment, as well as for funding eligibility (e.g. priority for One Bay Area Grant funds).
- **Approve list of major transportation investments:** This will be informed by the project performance assessment results from Horizon, as described above.

We will seek input from the CAC, our Board and our MTC/ABAG representatives prior to the anticipated approval actions at the regional agencies.

Establishing San Francisco's Priorities for PBA 2050

Our approach to PBA 2050 is informed by the 2017 San Francisco Transportation Plan; other city adopted plans such as the San Francisco Municipal Transportation Agency's Capital Improvement Program; key city policies such as the City's long-standing Transit First and Vision Zero policies, as well as the ongoing ConnectSF process through which we are partnering with the SFMTA and the Planning Department to update the San Francisco Transportation Plan in parallel with the PBA 2050 update. We expect to bring a proposed set of San Francisco goals and objectives for PBA 2050 to the CAC for approval in the May/June timeframe.

Request for Regionally-Significant Projects: On April 16, 2019 the Transportation Authority released a request for public agencies to submit regionally-significant projects in San Francisco to consider for PBA 2050. For this purpose, MTC has defined a regionally-significant project as one that changes the

capacity of a transit system or roadway and costs more than \$250 million, such as a major rail extension, a new bus rapid transit project, or new high occupancy vehicle lanes on a freeway. We anticipate that San Francisco's list will mostly focus on current PBA (PBA 2040) projects that are not yet completed and do not have all their funds secured such as Better Market Street and the Downtown Rail Extension.

In parallel with this effort, the multi-agency ConnectSF process will be seeking input from the public on transportation needs and priorities, with an anticipated round of outreach occurring this summer. We will consider input received from the ConnectSF effort for PBA 2050 and vice versa. We anticipate provide a ConnectSF update to the Board in May.

In general, entirely new project ideas generated by members of the public or public agencies will be vetted through the ConnectSF process before they are incorporated into PBA.

NEXT STEPS

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

In terms of near-term next steps, we are planning to return to the CAC in May/June with our PBA 2050 goals and objectives and with a draft project list for the regionally-significant projects submission to MTC, which is due in July.

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

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

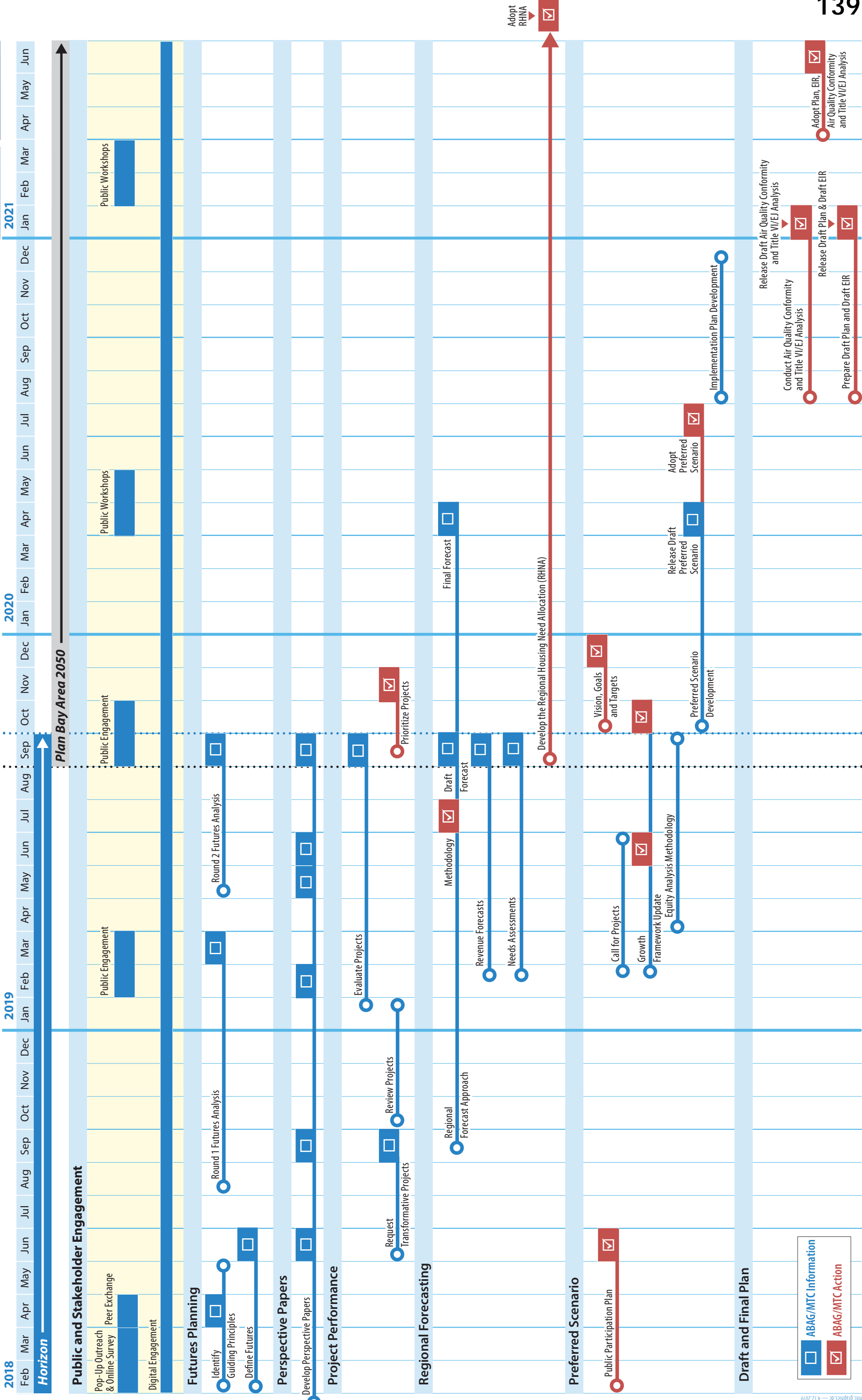
None. This is an information item.

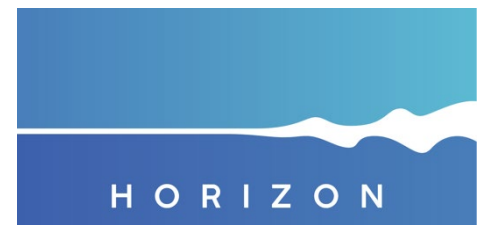
SUPPLEMENTAL MATERIALS

Attachment 1 – MTC Horizon and PBA 2050 Schedule, as of April 12, 2019
Attachment 2 – Transformative Projects List, MTC March 2019

Horizon and Plan Bay Area 2050 (RTP/SCS): Key Milestones 2018–2021

(Dates are tentative and subject to change.)



PROJECT PERFORMANCE
ASSESSMENT

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

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

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

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

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

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

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



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

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

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

This list was last updated on March 11, 2019.



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Memorandum

Date: April 24, 2019
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 05/14/18 Board Meeting: Preliminary Fiscal Year 2019/20 Budget and Work Program

<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 present the preliminary Fiscal Year (FY) 2019/20 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</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"/> Contracts</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

Pursuant to State statutes (California Public Utilities Code Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 18-07) and Administrative Code (Ordinance 17-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as adopt the budget prior to June 30 of each year.

Organization.

The preliminary FY 2019/20 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Prop K Sales Tax program, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program, administering the \$10 Prop AA vehicle registration fee, and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our organizational approach also reflects the principle that all of our activities contribute to the efficient delivery of transportation plans and projects, even though many activities are funded with a combination of revenue sources and in coordination with a number of San Francisco agencies as well as federal, state and regional agencies.

Attachment 1 contains a description of our preliminary work program for FY 2019/20. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues

and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, and TIMMA program in Attachment 2 reflects our five distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to prior year actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 is our board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget. We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2019/20 Budget and Work Program will be presented as a separate item to the TIMMA Committee at its May meeting and TIMMA Board at its June meeting.

Revenues.

Total revenues are projected to be \$148.5 million and are budgeted to increase by an estimated \$12.6 million from the FY 2018/19 Amended Budget, or 9.3%, which is primarily due to expected increase in activities for the I-80/Yerba Buena Island Interchange Improvement and Bridge Structures project (collectively known as YBI Project), funded by federal and state grant funds. Sales tax revenues, net of interest earnings, are projected to be \$110.9 million or 74.7% of revenues. This is an increase of \$1.2 million from the sales tax revenues expected to be received in FY 2018/19.

Expenditures.

Total expenditures are projected to be about \$275.7 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$242.5 million. Capital projects costs are 87.9% of total projected expenditures, with another 4% of expenditures budgeted for administrative operating costs, and 8.1% for debt service and interest costs. Capital expenditures in FY 2019/20 of \$242.5 million are budgeted to increase by \$70.1 million, or 40.6%, from the FY 2018/19 Amended Budget, which is primarily due to slower than anticipated expenditures in FY 2018/19 primarily for vehicle procurements and the Van Ness Bus Rapid Transit project, being carried forward to FY2019/20 and the expected increase in activities for the YBI Project.

Debt service costs of \$22.3 million are for costs related to the continuation of the Revolving Credit Loan Agreement, anticipated bond principal and interest payments for our Sales Tax Revenue Bond, and other costs associated with debt. Our debt program has allowed us more flexibility and cost effectively meet and accelerate delivery of the Prop K program.

Other Financing Sources/Uses.

The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2019/20 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2019/20 may trigger the need to drawdown up to \$67 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K sales tax to projects such as the U.S. 101/I-280 Managed Lanes project and Downtown Congestion Pricing Study.

Fund Balance.

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The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$8.2 million in total fund balances, as a result of the anticipated Revolving Credit Loan Agreement drawdown.

Next Steps.

The preliminary FY 2019/20 budget will be presented for information to the Board in May. The final proposed FY 2019/20 Annual Budget and Work Program will be presented to the Citizens Advisory Committee in May and the Board in June. A public hearing will precede consideration of the FY 2019/20 Annual Budget and Work Program at the June 12 Board meeting.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item that will be presented to the CAC at its April 24 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Preliminary Work Program

Attachment 2 – Preliminary Budget

Attachment 3 – Preliminary Budget – Comparison of Revenues and Expenditures

Attachment 4 – Preliminary Budget – Line Item Detail

Attachment 5 – Agency Structure

Attachment 6 – Line Item Descriptions

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

The Transportation Authority's proposed Fiscal Year (FY) 2019/20 Work Program includes activities in five major divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the Prop K transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2019/20 Work Program will be presented to the TIMMA Board as a separate item and is not reflected below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning and coordination are at the core of the agency's planning functions. In FY 2019/20, we will continue to implement recommendations from the existing San Francisco Transportation Plan (SFTP, 2017), while continuing to advance the next update (2021 SFTP) through the San Francisco Long-range Transportation Planning Program, also known as Connect SF, as part of our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, and others. This year's focus is on transit and streets and freeway modal studies, as well as a continued emphasis on demand management policies. We will also continue to further corridor, neighborhood and community-based transportation plans under our lead, while supporting efforts led by others.

We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes deepening our research on Transportation Network Companies, or TNCs, (e.g., Lyft and Uber) use and impacts.

Most of the FY 2019/20 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data and Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

Active Congestion Management:

- **Downtown Congestion Pricing Study:** Conduct planning study to develop a potential congestion pricing program for downtown San Francisco, with program elements to include congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements, and develop an implementation plan for the proposed program. Work closely with partner agencies and diverse stakeholders to determine how the congestion pricing program can be designed to meet key goals and objectives, including advancing equity while reducing congestion, transit delays, traffic collisions, air pollution, and greenhouse gas emissions. Study to be completed in FY 2020/21.
- **Lombard Crooked Street Reservations & Pricing System Development:** In anticipation of receiving state legislative authority to pilot a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street) (AB 1605 (Ting), in FY 2019/20, we would continue planning and design for the pilot program including identifying the physical and operational details of a reservations and pricing system, as well as refining prior work on the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood. This study follows up on a recommendation from the “Managing Access to the Crooked Street” District 2 NTIP report, adopted in March 2017.
- **101/280 Carpool or Express Lanes:** We anticipate seeking appropriation of Prop K funds in late FY 2018/19 to allow us to advance planning to address questions raised relating to operational analyses (e.g. ramp metering), socio-economic equity, and additional transit provision that could take advantage of any future carpool or express lane. Pending Board approval, we will also continue the Caltrans project development process efforts through the preparation of the Project Approval/Environmental document and continue detailed traffic operations analyses. We will continue to participate in the Metropolitan Transportation Commission’s (MTC’s) express lanes planning efforts and position San Francisco’s 101/280 corridor for Regional Measure 3, Senate Bill 1 funds (e.g. Solutions for Congested Corridors Program) and other potential state and federal funding sources.

SFTP Implementation and Board Support:

- **Neighborhood Transportation Improvement Program (NTIP) Cycle 2:** Identify and advance new projects through the Cycle 2 of the sales tax-funded NTIP, and monitor implementation of projects funded through Cycle 1. Evaluate Cycle 1 program and highlight significant accomplishments and lessons learned. Funds for Cycle 2 include \$100,000 in planning funds for each district and \$600,000 in local match funds for each district to advance NTIP projects toward implementation. We will continue to work closely on identification and scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, in coordination with Board members and the SFMTA’s NTIP Coordinator, and will monitor and support new NTIP efforts led by other agencies.
- **D9 Freeway planning/Alemany re-design and support to Caltrans US101 deck replacement:** We will continue to support Commissioner Ronen’s office in developing roadway re-design concepts in the vicinity of the Alemany Maze (US101/I-280 interchange

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

and Alemany roadway) in coordination with SF Planning, SFMTA and SF PUC. This includes coordination with Caltrans on emerging concepts and how near-term elements could potentially be integrated with Caltrans' planned replacement of the US101 deck near Alemany in this area.

Long Range, Countywide, and Inter-Jurisdictional Planning:

- **SFTP 2050 and ConnectSF:** Work is well underway on the next update of our countywide long-range transportation plan, the San Francisco Transportation Plan 2050. Working with the SFMTA and Planning Department as part of the ConnectSF process, we anticipate completing the Needs Assessment analyzing current and future transportation needs based on recent transportation and demographic trends this spring and drawing from that work for a round of ConnectSF outreach that is anticipated to take place late spring/summer 2019. This year, along with ConnectSF staff and other San Francisco agencies and regional partners, we will continue work on two key modal studies - the Streets and Freeways Study and the Transit Corridors Study. These two studies, along with other planning and policy efforts, will identify projects and strategies for inclusion in the SFTP update, which will result in a fiscally constrained transportation investment and policy blueprint for San Francisco through the year 2050. The SFTP informs San Francisco's input into the next update of Plan Bay Area, PBA 2050.
- **Emerging Mobility Services & Technologies:** We anticipate bringing an Emerging Mobility Pilot Strategy to the Board for approval in Summer 2019. The strategy builds off of the Emerging Mobility Evaluation Report adopted by the Board in Summer 2018, and is intended to provide a pathway to guide staff and sector representatives in the development of pilot projects. In FY 19/20, we would move forward with developing pilot opportunities as directed by the Board.
- **Transportation Network Companies Impact Studies:** Develop and publish the next two installments in a series of reports that will answer key questions about ride-hail companies, also known as Transportation Network Companies, or TNCs. This series will build on three previous reports: 1) the TNCs Today report which provided the first comprehensive estimates of Uber and Lyft activity in the city; 2) the TNC Regulatory Landscape which provided an overview of existing state and local TNC regulatory frameworks across the country and within California; and 3) the TNCs & Congestion report which provided an estimate of how much of worsening congestion is due to different factors such as population growth, employment growth and TNCs. In FY 2019/20, we anticipate releasing reports on the effects of TNCs on transit ridership and TNCs and equity and supporting SFMTA's report on TNCs and safety.
- **Support Statewide and Regional Planning Efforts:** Continue to support studies at the state and regional levels including the California High-Speed Rail Authority's Environmental Impact Report, the California State Transportation Agency's Statewide Rail Plan, Caltrans Business Plan coordination, MTC's Horizon effort, CTC/CARB joint efforts on climate policy, CA PUC data rulemaking and regulations for TNCs, and associated white papers, and coordination with BART and others to scope and advance the study of a potential second Transbay rail crossing, with any BART connection potentially leading to a west side rail line.

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Proposed Fiscal Year 2019/2020 Annual Work Program

Transportation Forecasting, Data and Data Analysis:

- **Travel Forecasting and Analysis for Transportation Authority Studies:** Provide modeling, data analysis, technical advice and graphics services to support efforts such as SFTP and ConnectSF, including the Streets and Freeways Study and the Transit Corridors Study, 101/280 Carpool or Express Lanes planning studies, Treasure Island Mobility Management Program, analysis of the effectiveness of Travel Demand Management strategies, and the equity effects of TNCs.
- **Modeling Service Bureau:** Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- **Congestion Management Program (CMP) Development, Data Warehousing and Visualization:** We will complete the 2019 CMP update, and will continue to expand the Transportation Authority's data warehouse and visualization tools to further facilitate easy access to network performance data and travel behavior data, review and querying of datasets, and to support web-based tools for internal and external use. We will also continue to serve as a data resource for city agencies, consultants, and the public and enhance data management and dissemination capabilities. We will analyze and publish important results from the recently completed app-based travel behavior diary data collection being coordinated with MTC, and will continue to collaborate with and support researchers working on topics that complement and enhance our understanding of travel behavior, such as evaluating the effectiveness of different travel demand management strategies, how TNCs behave when not carrying passengers, as well as other topics. We will also continue to explore potential big data sources, as well as the fusion of multiple data sources.
- **Model Consistency/Land Use Allocation:** Complete the requirements for model consistency in coordination with MTC as a part of the CMP update. Participate in Regional Model Working Group. Continue supporting the refinement of the Bay Area land use growth allocation model with the Planning Department, the Association of Bay Area Governments (ABAG) and MTC. Coordinate land use analysis activities in cooperation with these same agencies.
- **Travel Demand Model Enhancements:** We will continue to enhance our current implementation of SF-CHAMP 6, that includes increased spatial, temporal, and behavioral detail, and test the first regional-scale DTA model integrated with SF-CHAMP. Attention will be focused on re-estimating new mode choice models to incorporate the latest travel diary survey data that includes TNCs, and on re-estimating new time-of-day choice models. In collaboration with MTC, the San Diego Association of Governments, Puget Sound Regional Council, the Atlanta Regional Commission, the Southeastern Michigan Council of Governments, the Oregon Department of Transportation, and the Association of Metropolitan Planning Organizations Research Foundation, continue development of an open-source activity-based travel demand model platform.

FUND

The agency was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles which have

Attachment 1

Proposed Fiscal Year 2019/2020 Annual Work Program

subsequently been taken on including acting as the administrator for Prop AA and the TFCA County Programs, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions.

Fund Programming and Allocations: Administer the Prop K sales tax, Prop AA vehicle registration fee, and TFCA programs through which the agency directly allocates or prioritizes projects for grant funding; oversee calls for projects and provide project delivery support and oversight for the San Francisco Lifeline Transportation Program, One Bay Area Grant (OBAG), and State Transportation Improvement Program in our role as CMA. Provide technical, strategic and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1, the State's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts planned for FY 2019/20 include:

- **Implement the 2019 Prop K Strategic Plan and 5-Year Prioritization Programs (5YPPs):** In Fall 2018 the Board adopted the 2019 5YPPs covering Fiscal Years 2019/20 - 2023/24 and the Prop K Strategic Plan, identifying the projects that may receive Prop K funding over the five-year period starting July 1, 2019. We work year-round with project sponsors and Board members to review and support requests for allocation of Prop K funds and then to oversee implementation of the approved grants, focusing on project delivery and closely monitoring anticipated cash needs to inform financing needs (see Capital Financing Program Management below).
- **Prop K Customer Service and Efficiency Improvements:** This ongoing multi-division initiative will continue to improve our processes to make them more user friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. This includes maintaining and enhancing mystreetsf.com – our interactive project map and the Portal – our web-based grants management database used by our staff and project sponsors. A key focus will be making refinements to the on-line allocation request form to improve user-friendliness and legibility.
- **Implement the 2017 Prop AA Strategic Plan:** We will work closely with project sponsors and continue to support delivery of projects underway, as well as advance new projects with funds programmed in the 2017 Prop AA Strategic Plan adopted by the Board in May 2017, and with funds programmed through the mid-cycle competitive call for projects released in March 2019. We anticipate Board adoption of the new projects in June 2019.
- **San Francisco Lifeline Transportation Program:** In April 2019, the Board is scheduled to consider approval of project priorities for Cycle 1 of the San Francisco Lifeline Transportation Program intended to improve mobility for low-income residents and other communities of concern. We will work with project sponsors to meet timely use of funds requirements and to support project delivery of new projects as well as projects funded through the prior regional Lifeline program. We plan to release the Cycle 2 call for projects next spring.

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Proposed Fiscal Year 2019/2020 Annual Work Program

- **Community Based Transportation Plans (CBTPs):** In FY 2018/19 MTC provided a new round of CBTP funding for planning efforts benefitting Communities of Concern. In FY 2019/20 these funds will support improving connections to Lake Merced (a new Community of Concern since the last round of CBTP funding) and additional outreach efforts for the Portsmouth Square traffic circulation study.
- **OBAG Cycle 2:** In 2017, the Board approved over \$40 million for OBAG Cycle 2 projects such as Caltrain Electrification and SF Safe Routes to Schools program. This year, we will continue to work with project sponsors to provide project delivery and support (e.g. assistance with meeting timely use of funds deadlines) for remaining OBAG Cycle 1 projects as well as Cycle 2 projects.
- **Federal-Aid Sponsor Support and Streamlining Advocacy:** Our staff will continue to provide expertise in grants administration for federally funded projects and to play a leadership role in supporting regional efforts to streamline the current federal-aid grant processes.

Capital Financing Program Management: Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program to enable accelerated delivery of sales-tax funded capital projects at the lowest possible cost to the public.

Horizon and Plan Bay Area 2050: As CMA, we will continue to coordinate San Francisco's input to Horizon, a MTC-led futures planning initiative that will help identify policy and investment solutions that are top performers under multiple distinct futures. The results of the Horizon initiative will inform the next regional transportation and land use plan (Plan Bay Area 2050), which will kick off in September 2019 and anticipates adoption of the preferred scenario in July 2020. These efforts involve close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, regional transit agencies and other community stakeholders.

Senate Bill 1: Engage with state and regional agencies to coordinate advocacy for San Francisco's projects, to support revisions to program guidelines for upcoming funding cycles to ensure a fair distribution of revenues that is beneficial to San Francisco's interests; and to assist project sponsors with meeting timely use of funds and Senate Bill 1 reporting requirements. Seek discretionary funding for San Francisco and our agency's priorities for funding programs large and small, particularly with regard to transit core capacity needs, active transportation projects and our own Treasure Island work and 101/280 Carpool or Express Lanes. We will continue to engage the Board and MTC Commissioners including seeking guidance on prioritizing funds.

New Revenue Options: Advocate for San Francisco priorities and new local, regional, state and federal funds by providing Board member staffing and ongoing coordination with, and appearances before, the MTC, California Transportation Commission (CTC), and federal agencies. Notable efforts planned for FY 2019/20 include: advocating for funding for San Francisco priorities assuming Regional Measure 3 clears all remaining legal hurdles this year, and as directed by the Board, work closely with our Board members and Peninsula Corridor Joint Powers Board (Caltrain) representatives, the Mayor's Office, the SFMTA and key stakeholders on a potential tri-county

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Proposed Fiscal Year 2019/2020 Annual Work Program

Caltrain 1/8 cent sales tax; the TNC Tax (educational activities) and any other follow up to the Transportation Task Force 2045 related to a potential new local revenue measure(s); and tracking the CTC's pilots of a potential statewide Road User Charge program.

Legislative Advocacy: We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs, and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

Funding and Financing Strategy: Provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, Central Subway, Transbay Transit Center (renamed Salesforce Transit Center), the Downtown Extension and Geary Corridor BRT. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

DELIVER

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the Presidio Parkway, the SFMTA's Central Subway, facility upgrade projects; the Salesforce Transit Center, the Downtown Extension; and Caltrain Modernization, including Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key delivery activities for FY 2018/19 include the following:

Transportation Authority – Lead Construction:

- I-80/Yerba Buena Island (YBI) West Bound (WB) On-Off Ramps: Complete final construction efforts of the new I-80/YBI WB on-off ramps on the east side of YBI. Final construction activities and project close out is anticipated to be complete in summer 2019.
- Presidio Parkway Project: Ensure all project closeout activities are completed by the Summer 2019. Complete the Public Private Partnership (P3) study comparing the effectiveness of delivering Phase 1 of the project using the more traditional design-bid-build model, with Phase 2 which is being delivered as a P3.

Transportation Authority – Lead Project Development:

- I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project: Work with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the U.S. Coast Guard on final project development approvals (supplemental environmental analysis, final design, right of way certification, final funding approvals). Prepare the I-80/East Bound Off-Ramp and Southgate Road Realignment project for construction contract advertisement, award and construction phase activities.

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Proposed Fiscal Year 2019/2020 Annual Work Program

- YBI West Side Bridges: Continue supplemental environmental final engineering and design of the West Side Bridges and prepare for construction. Prepare for Construction Manager/General Contractor (CM/GC) implementation of the West Side Bridges project. Continue coordination activities with Caltrans, BATA, the OEWD and TIDA.
- Quint-Jerrold Connector Road: Finalize right of way due diligence efforts (environmental field testing) with city agencies and consultants in order to support city purchase of required right of way for the project. Lead public outreach efforts with interested neighborhood groups. Prepare funding plan and advance design efforts dependent on funding availability.
- I-280/Ocean Ave. South Bound Off-Ramp Realignment: Advance I-280 Interchange modifications at Balboa Park, obtain approval of the combined Caltrans Project Study Report/Project Report and environmental document, prepare funding plan and advance design efforts dependent on funding availability.

Transportation Authority – Project Delivery Support:

- Caltrain Early Investment Program and California High-Speed Rail Program: Coordinate with the California High-Speed Rail Authority (CHSRA) and city agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor’s Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program including the Positive Train Control and Electrification projects. Continue to work closely with aforementioned stakeholders to support delivery of the blended Caltrain/High Speed Rail system to the Peninsula corridor that extends to the new Salesforce Transit Center including leading critical Configuration Management Board efforts.
- Central Subway: Project management oversight; scope/cost/schedule and funding assessment and strategy, including participation in critical Configuration Management Board efforts.
- Salesforce Transit Center and Downtown Extension: Project management oversight; provide support for Board member participation on other oversight bodies (Transbay Joint Powers Authority, Board of Supervisors), and other strategic efforts including enhanced technical oversight and support efforts in the areas of rail operations, project delivery method, cost/funding, tunneling, and right of way analyses. As directed by the Board, follow up on recommendations from the Downtown Extension Governance, Oversight, Management and Project Delivery Review.
- Geary and Van Ness Avenue BRTs: Oversee SFMTA construction efforts including environmental compliance and general project oversight. Work closely with SFMTA and an inter-agency project team to maintain project integrity and quality while controlling budget and schedule. Continue to oversee SFMTA’s Geary BRT Phase I implementation and Phase II Conceptual Engineering Report findings and application for Federal Transit Administration Small Starts funds.
- Better Market Street oversight and project development support.
- Complete right of way and engineering project support services and oversee construction efforts for the 19th Avenue and Lombard streetscape/resurfacing projects led by SFMTA and San Francisco Public Works/Caltrans.

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Proposed Fiscal Year 2019/2020 Annual Work Program

- Vision Zero: Continue to support the Vision Zero Committee and agency staff in delivering the program of projects that will enable San Francisco to achieve the goal of Vision Zero.
- Engineering Support: Provide engineering support, as needed, for other Transportation Authority-led planning and programming efforts.

TRANSPARENCY & ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities, and administrative processes to ensure transparency and accountability in the use of taxpayer funds. It includes ongoing efforts lead by the Finance and Administration Division (e.g. accounting, human resources, procurement support), by the Transportation, Data and Analysis Division (e.g. Information Technology and systems integration support), and by the Executive Office (e.g. Board operations and support, budgeting and communications) as listed below:

- **Board Operations and Support:** Staff Board meetings including standing and ad hoc committees, including the Vision Zero Committee meetings.
- **Audits:** Prepare, procure, and manage fiscal compliance and management audits.
- **Budget, Reports and Financial Statements:** Develop and administer Transportation Authority budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.
- **Accounting and Grants Management:** Maintain payroll functions, general ledger and accounting system, including paying, receiving and recording functions. Manage grants and prepare invoices for reimbursement.
- **Debt Oversight and Compliance:** Monitor financial and debt performance, prepare annual disclosures and complete required compliance activities.
- **Systems Integration:** Enhance and maintain the enterprise resource planning system (business management and accounting software) to improve accounting functions, automate processes, general ledger reconciliations and financial reporting, as well as enabling improved data sharing with the Portal (web-based grants management database used by agency staff and project sponsors). This year the agency plans to implement an automated accounts payable process and new budgeting process to improve efficiency and ongoing performance management.
- **Contract Support:** Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreement and Understanding.
- **Disadvantaged Business Enterprise and Local Business Enterprise:** Administer program, review and update policy for any new state and federal requirements, conduct outreach and review applications and award certifications. Participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged and local firms doing business with Bay Area transit and transportation agencies.
- **Communications and Community Relations:** Execute the agency's communications strategy with the general public, the agency's board, various interest groups and other

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Proposed Fiscal Year 2019/2020 Annual Work Program

government agencies. This is accomplished through various means, including fostering media and community relations, developing strategic communications plans for projects and policy initiatives, disseminating agency news and updates through 'The Messenger' newsletter, social media and other web-based communications, supporting public outreach and helping coordinate events to promote the agency's work. Communications staff will continue participating in training to advance outreach skills. This year the agency plans to:

- Begin development of agency-wide outreach guidelines to institutionalize best practices
- Develop outreach and events to highlight the agency's 30th year anniversary and accomplishments.
- **Policies:** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.
- **Human Resources:** Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff. Advance agency workplace excellence initiatives through staff working groups, training and other means.
- **Office Management and Administrative Support:** Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Board as required with preparation of agenda packets and minutes, updates to website and clerking meetings.
- **Legal Issues:** Manage routine legal issues, claims, and public records requests.
- **Information Technology:** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.

**San Francisco County Transportation Authority
Attachment 2
Preliminary Fiscal Year 2019/20 Budget**



Preliminary Budget Amendment by Fund

	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	Preliminary Budget Fiscal Year 2019/20
Revenues:						
Sales Tax Revenues	\$ 110,861,695	\$ -	\$ -	\$ -	\$ -	\$ 110,861,695
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000
Interest Income	1,610,000	-	2,000	10,000	-	1,622,000
Program Revenues	-	27,796,938	771,753	-	2,453,886	31,022,577
Other Revenues	45,980	-	-	-	-	45,980
Total Revenues	112,517,675	27,796,938	773,753	4,940,000	2,453,886	148,482,252
Expenditures						
Capital Project Costs	200,734,927	29,869,867	1,110,104	8,738,768	2,042,905	242,496,571
Administrative Operating Costs	5,404,840	4,549,515	48,234	241,702	702,808	10,947,099
Debt Service	22,314,250	-	-	-	-	22,314,250
Total Expenditures	228,454,017	34,419,382	1,158,338	8,980,470	2,745,713	275,757,920
Other Financing Sources (Uses):						
Net change in Fund Balance	\$ (55,850,613)	\$ -	\$ (384,585)	\$ (4,040,470)	\$ -	\$ (60,275,668)
Budgetary Fund Balance, as of July 1	\$ 56,375,120	\$ -	\$ 614,614	\$ 11,465,499	\$ -	\$ 68,455,233
Budgetary Fund Balance, as of June 30	\$ 524,507	\$ -	\$ 230,029	\$ 7,425,029	\$ -	\$ 8,179,565



**San Francisco County Transportation Authority
Attachment 3
Preliminary Fiscal Year 2019/20 Budget
Comparison of Revenues and Expenditures**

Line Item	Fiscal Year 2017/18 Actual	Fiscal Year 2018/19 Amended Budget	Fiscal Year 2019/20 Preliminary Budget	Variance from Fiscal Year 2018/19 Amended Budget	% Variance
Sales Tax Revenues	\$ 103,263,191	\$ 109,655,485	\$ 110,861,695	\$ 1,206,210	1.1%
Vehicle Registration Fee	4,907,713	4,930,000	4,930,000	-	0.0%
Interest Income	1,703,664	2,521,500	1,622,000	(899,500)	-35.7%
Program Revenues					
Federal	7,719,495	11,587,700	23,180,409	11,592,709	100.0%
State	1,176,171	499,455	2,148,445	1,648,990	330.2%
Regional and other	3,570,824	6,619,103	5,693,723	(925,380)	-14.0%
45,919	45,919	51,635	45,980	(5,655)	-11.0%
Other Revenues	122,386,977	135,864,878	148,482,252	12,617,374	9.3%
Capital Project Costs	139,400,940	172,416,314	242,496,571	70,080,257	40.6%
Administrative Operating Costs					
Personnel expenditures	5,917,828	7,647,951	8,117,924	469,973	6.1%
Non-Personnel expenditures	2,717,148	3,102,549	2,829,175	(273,374)	-8.8%
120,644,154	120,644,154	33,622,628	22,314,250	(11,308,378)	-33.6%
Debt Service	268,680,070	216,789,442	275,757,920	58,968,478	27.2%
Other Financing Sources (Uses)	270,133,005	-	67,000,000	67,000,000	
Net change in Fund Balance	\$ 123,839,912	\$ (80,924,564)	\$ (60,275,668)	\$ 20,648,896	-25.5%
Budgetary Fund Balance, as of July 1	\$ 123,839,912	\$ 149,379,797	\$ 68,455,233		
Budgetary Fund Balance, as of June 30	\$ 247,679,824	\$ 68,455,233	\$ 8,179,565		

San Francisco County Transportation Authority
 Attachment 4
 Preliminary Fiscal Year 2019/20 Budget
 Line Item Detail



Preliminary Budget by Fund

	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	Preliminary Budget Fiscal Year 2019/20
Revenues:						
Sales Tax Revenues	\$ 110,861,695	\$ -	\$ -	\$ -	\$ -	\$ 110,861,695
Vehicle Registration Fee	-	-	-	4,930,000	-	4,930,000
Interest Income	1,610,000	-	2,000	10,000	-	1,622,000
Program Revenues						
Federal						
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	704,690	704,690
Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	17,104,505	-	-	-	17,104,505
Highway Bridge Program - Yerba Buena Island Bridge Structures	-	3,997,214	-	-	-	3,997,214
Surface Transportation Program 3% Revenue and Augmentation	-	1,374,000	-	-	-	1,374,000
State						
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	2,148,445	-	-	-	2,148,445
Regional						
BATA - I-80/Yerba Buena Island Interchange Improvement	-	1,118,709	-	-	-	1,118,709
MTC - Downtown Congestion Pricing Study	-	400,000	-	-	-	400,000
SF Planning - ConnectSF	-	75,000	-	-	-	75,000
SF Planning - Downtown Congestion Pricing Study	-	769,770	-	-	-	769,770
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	40,000
SFMTA - Travel Demand Modeling Assistance	-	125,000	-	-	-	125,000
San Mateo County Transportation Authority - 101/280 Managed Lanes	-	126,414	-	-	-	126,414
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,749,196	1,749,196
TIDA - Yerba Buena Island Bridge Structures	-	517,881	-	-	-	517,881
Vehicle Registration Fee Revenues (TFCA)	-	-	771,753	-	-	771,753
Other Revenues						
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	2,000
Sublease of Office Space	43,980	-	-	-	-	43,980
Total Revenues	112,517,675	27,796,938	773,753	4,940,000	2,453,886	148,482,252

San Francisco County Transportation Authority
Attachment 4
Preliminary Fiscal Year 2019/20 Budget
Line Item Detail



Preliminary Budget by Fund

	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	Preliminary Budget Fiscal Year 2019/20
Expenditures						
Capital Project Costs						
Individual Project Grants, Programs & Initiatives	200,000,000	-	1,110,104	8,738,768	-	209,848,872
Technical Professional Services	734,927	29,869,867	-	-	2,042,905	32,647,699
Administrative Operating Costs						
Personnel Expenditures						
Salaries	1,715,155	3,037,063	32,971	165,218	459,085	5,409,492
Fringe Benefits	793,993	1,405,941	15,263	76,484	212,523	2,504,204
Pay for Performance	204,228	-	-	-	-	204,228
Non-personnel Expenditures						
Administrative Operations	2,509,964	106,511	-	-	25,600	2,642,075
Equipment, Furniture & Fixtures	114,500	-	-	-	-	114,500
Commissioner-Related Expenses	67,000	-	-	-	5,600	72,600
Debt Service						
Debt Issuance Costs	50,000	-	-	-	-	50,000
Interest and Fiscal Charges	9,344,250	-	-	-	-	9,344,250
Bond Principal Payment	12,920,000	-	-	-	-	12,920,000
Total Expenditures	228,454,017	34,419,382	1,158,338	8,980,470	2,745,713	275,757,920
Other Financing Sources (Uses):						
Transfers in - Prop K Match to Grant Funding	-	6,622,444	-	-	291,827	6,914,271
Transfers out - Prop K Match to Grant Funding	(6,914,271)	-	-	-	-	(6,914,271)
Draw on Revolving Credit Agreement	67,000,000	-	-	-	-	67,000,000
Total Other Financing Sources (Uses)	60,085,729	6,622,444	-	-	291,827	67,000,000
Net change in Fund Balance	\$ (55,850,613)	\$ -	\$ (384,585)	\$ (4,040,470)	\$ -	\$ (60,275,668)
Budgetary Fund Balance, as of July 1	\$ 56,375,120	\$ -	\$ 614,614	\$ 11,465,499	\$ -	\$ 68,455,233
Budgetary Fund Balance, as of June 30	\$ 524,507	\$ -	\$ 230,029	\$ 7,425,029	\$ -	\$ 8,179,565

Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency

Fund Reserved for Program and Operating Contingency \$ 11,086,170 \$ - \$ 77,175 \$ 493,000 \$ - \$ 11,656,345

Agency Structure 46 STAFF POSITIONS

Revised April 19, 2019



Transportation
Authority Board of
Commissioners

TIMMA:
Treasure Island Mobility
Management Agency

EXECUTIVE DIVISION
EXISTING POSITIONS: Executive Director | Chief Deputy Director | Clerk of the Board
 Director of Communications | Senior Communications Officer
 Senior Graphic Designer | Communications Officer

7
TOTAL
POSITIONS

POLICY AND PROGRAMMING DIVISION
 Deputy Director for Policy and Programming
 Assistant Deputy Director for Policy and Programming
 Public Policy Manager
 Principal Planner
 3 Senior Planners
 Senior Program Analyst

8
TOTAL
POSITIONS

CAPITAL PROJECTS DIVISION
 Deputy Director for Capital Projects
 Assistant Deputy Director for Capital Projects
 Senior Engineer
 Principal Engineer
 TIMMA Program Manager
 TIMMA Systems Manager
 Associate Engineer

7
TOTAL
POSITIONS

PLANNING DIVISION
 Deputy Director for Planning
 Assistant Deputy Director for Planning
 2 Principal Planners
 3 Senior Planners
 2 Planners

9
TOTAL
POSITIONS

TECHNOLOGY, DATA, AND ANALYSIS DIVISION
 Deputy Director for Technology, Data, and Analysis
 Principal Modeler
 2 Senior Modelers
 Modeler

5
TOTAL
POSITIONS

FINANCE AND ADMINISTRATION DIVISION
 Deputy Director for Finance and Administration
 Controller
 Principal Management Analyst
 Senior Accountant
 Senior Management Analyst
 Staff Accountant
 Management Analyst
 Office Manager
 2 Administrative Assistants

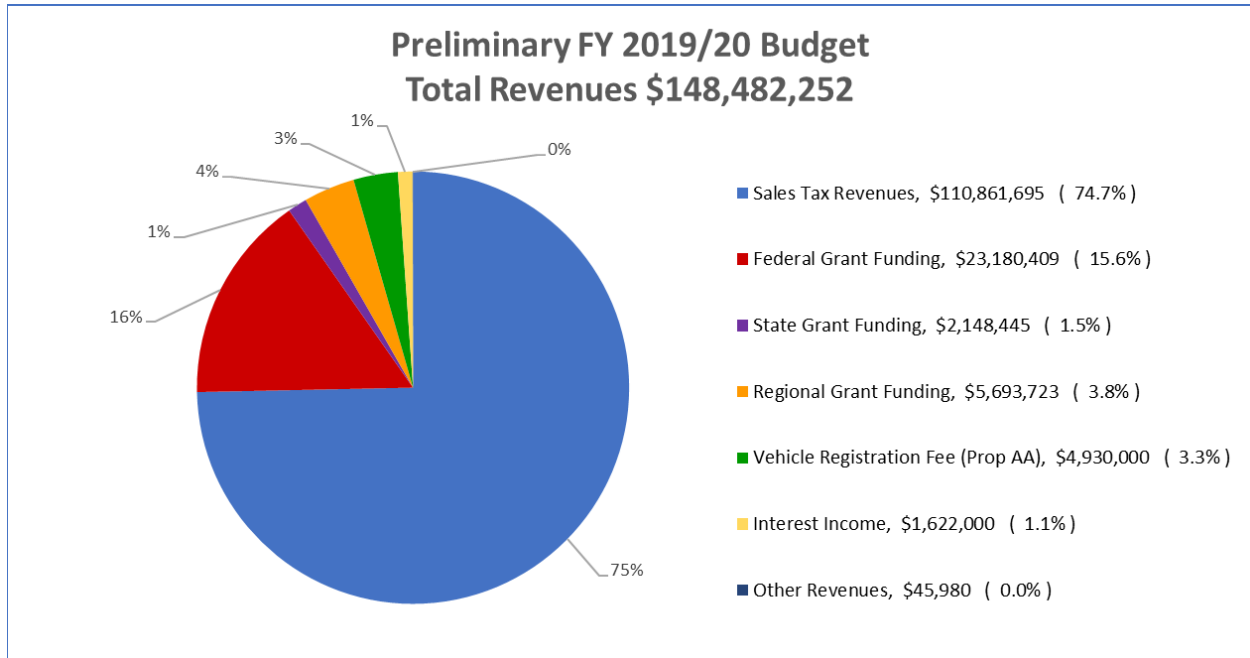
10
TOTAL
POSITIONS

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TOTAL PROJECTED REVENUES..... \$148,482,252

The following chart shows the composition of revenues for the preliminary FY 2019/20 budget.



Prop K Sales Tax Revenues: \$110,861,695

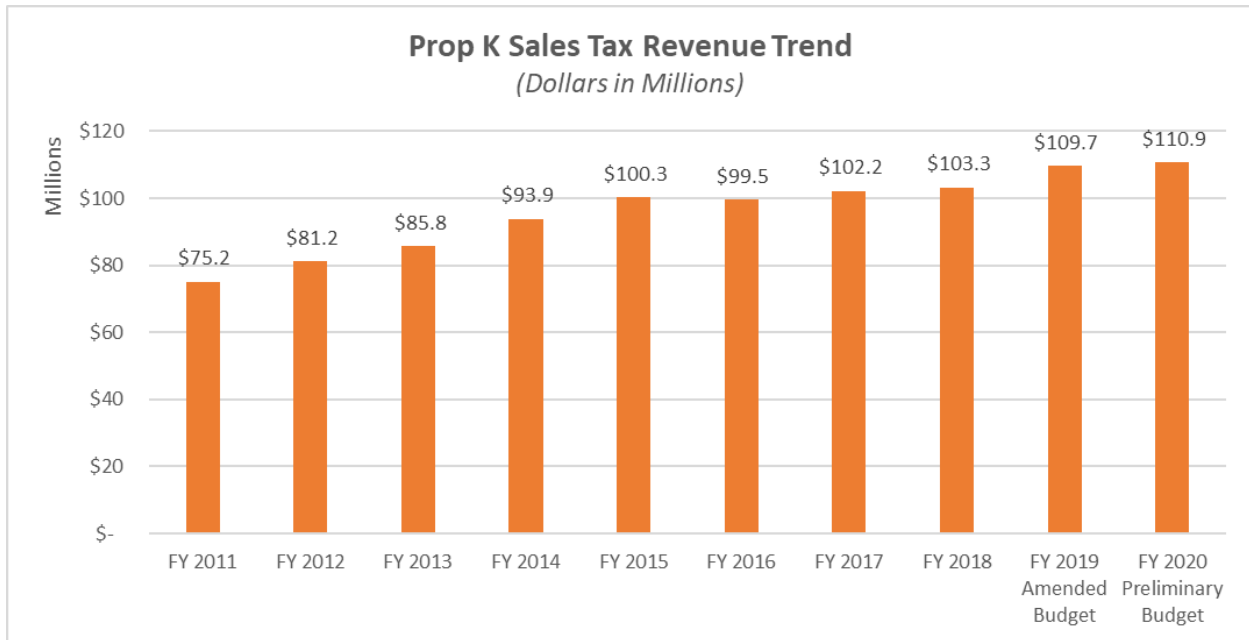
On November 4, 2003, 74.79% of San Francisco voters approved Proposition K (Prop K), the imposition of a retail transactions and use tax of one-half of one percent in the City and County of San Francisco and the funding of the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 31, 2034 and prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and local funds for transportation improvements. The expenditure plan restricts expenditures to four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives, and also accounts for the general administration of the Transportation Authority functions in support of the expenditure plan. Preceding Prop K, on November 7, 1989, more than two-thirds of San Francisco voters approved Proposition B, which authorized the formation of the Transportation Authority and imposed the original one-half of one percent transportation sales tax for a minimum period of twenty years commencing April 1, 1990 for the purpose of funding the Prop B Expenditure Plan.

Based on Fiscal Year (FY) 2018/19 revenues to date, we project FY 2019/20 sales tax revenues to increase compared to the budgeted revenues for FY 2018/19 by 1.1% or \$1.2 million. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

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The chart below reflects the eight-year historical and two-year budgeted receipts for Prop K sales tax revenues.



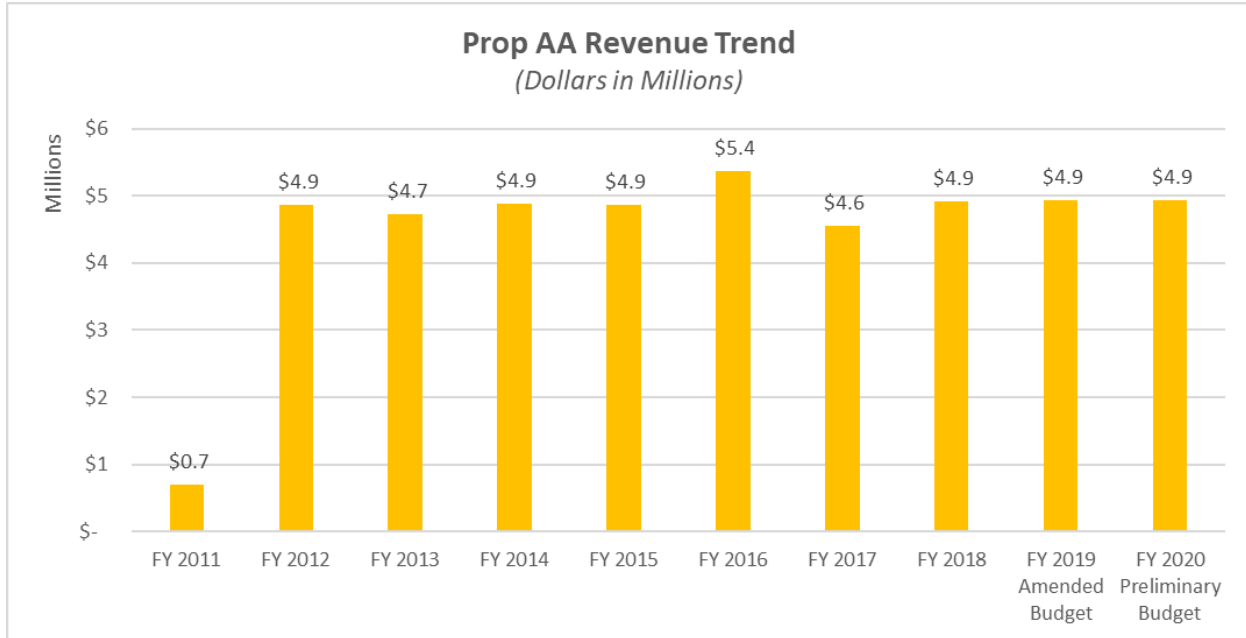
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues:
.....\$4,930,000

The Transportation Authority also serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

This amount is net of the Department of Motor Vehicles’ charges for the collection of these fees. Prop AA Revenues for FY 2019/20 are based on revenues collected during the first eight months of FY 2018/19 and are projected at a similar level as in the amended budget for FY 2018/19.

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.

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Interest Income:..... \$1,622,000

Most of our investable assets are unspent proceeds from the Sales Tax Revenue bonds deposited in US Bank as the trustee. Based on the average interest income earned over the past year, the deposits are assumed to earn approximately 2.04% for FY 2019/20. A significant portion of our investable assets are also deposited in the City’s Treasury Pool. Based on the average interest income earned over the past year, the deposits in the Pooled Investment Fund are assumed to earn approximately 2.27% for FY 2019/20. The level of our deposits held in the US Bank and City’s Treasury pool during the year depends on the Prop K capital project reimbursement requests. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2019/20 budget for interest income shows a \$899,500, or 35.7%, decrease as compared to FY 2018/19. This is due to the anticipated decrease in bank balance thus less interest earned on the deposits due to the anticipated capital expenditures for project sponsors’ projects and programs in FY 2019/20.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:\$27,796,938

The Transportation Authority is designated under State law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City’s future transportation investment decisions; monitoring and measuring traffic congestion levels in the City; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for

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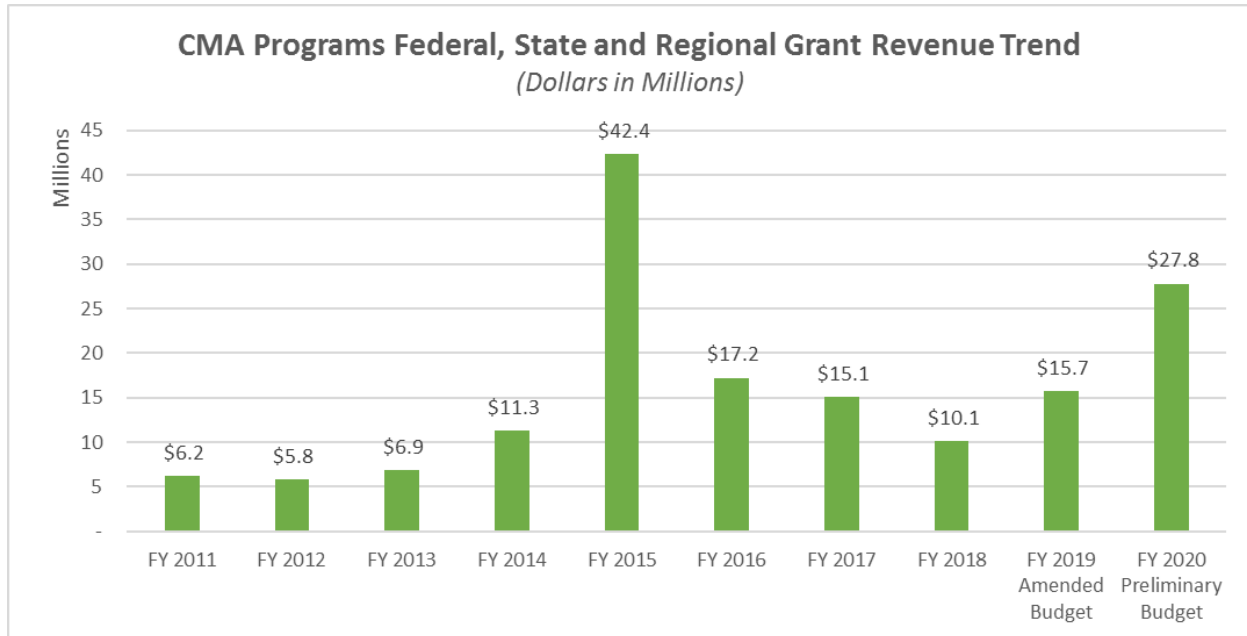
establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA program revenues for FY 2019/20 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from the MTC, the California Department of Transportation (Caltrans), and the San Mateo County Transportation Authority. Some of these grants are project-specific, such as those for the I-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Island Bridge Structures (collectively known as YBI Project) and the Downtown Congestion Pricing Study. Other funding sources, such as federal Surface Transportation Program fund, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan (SFTP) update and the Congestion Management Program. Regional CMA program revenues include City department contributions for SFTP, Downtown Congestion Pricing Study, and technical and travel demand model services provided to City agencies in support of various projects.

The FY 2019/20 budget includes \$24,624,164 from federal and state funding, a \$12,586,682 increase as compared to FY 2018/19 largely due to expected increase in construction phase activities for the Yerba Buena Island Southgate Road Realignment project and activities for the Yerba Buena Island West Side Bridges project. The budget also includes \$3,172,774 from regional funding, a \$521,089 decrease as compared to FY 2018/19 largely due to the anticipated completion of the D9 Alemany Study and the U.S. 101/I-280 Managed Lanes Project Initiation Document phase by the end of FY 2018/19.

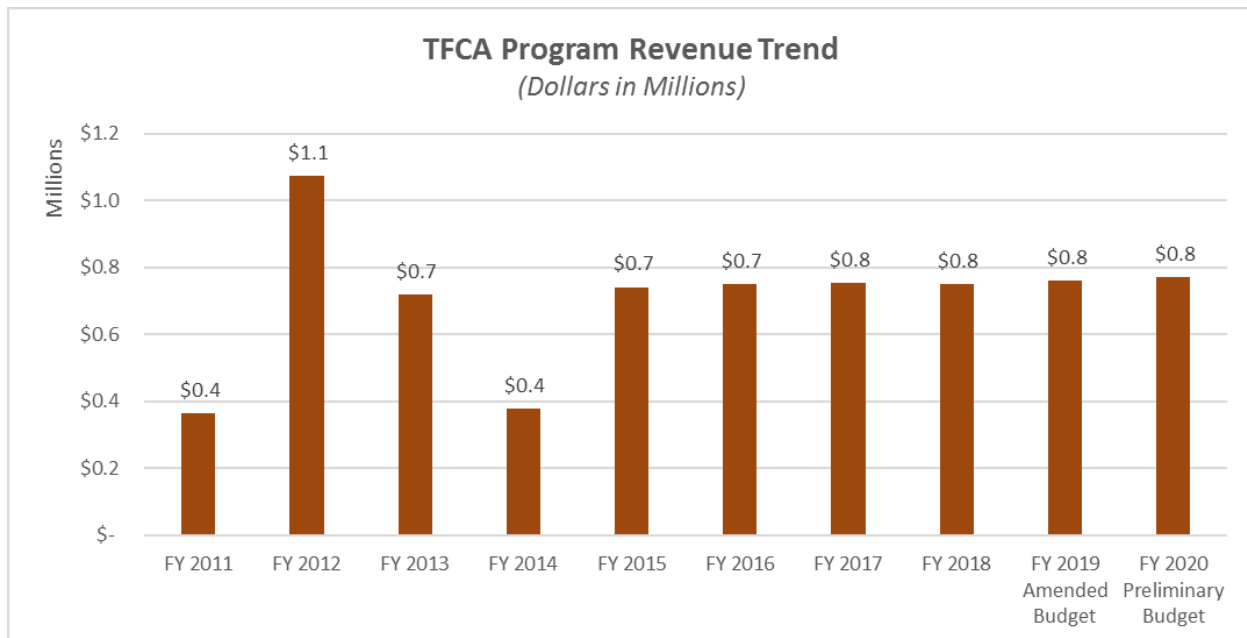
The chart below reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

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Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... \$771,753

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share of transportation funds available through the TFCA program. The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest Income above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. Budgeted revenues are based on a funding estimate provided by the Bay Area Air Quality Management District, which administers these revenues.



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Treasure Island Mobility Management Agency (TIMMA) Program Revenues:..... \$2,453,886

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project.

The Treasure Island Transportation Management Act of 2008 (AB 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City’s Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to help firewall the Transportation Authority’s other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The TIMMA FY 2019/20 revenues will be presented as a separate item to the TIMMA Committee at its May meeting and TIMMA Board at its June meeting.

Other Revenues: \$45,980

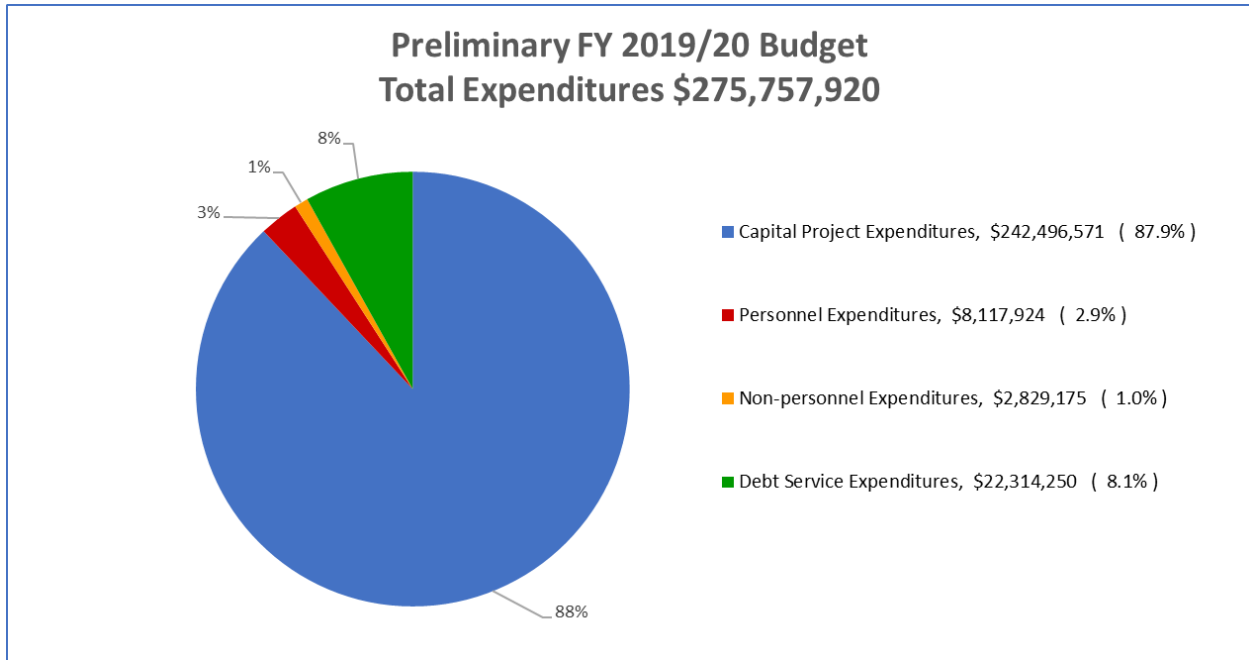
Other revenues budgeted in FY 2019/20 include revenues from the sublease of our office space.

TOTAL PROJECTED EXPENDITURES..... \$275,757,920

Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$242.5 million, Administrative Operating Expenditures of \$10.9 million, and Debt Service Expenditures of \$22.3 million.

The following chart shows the composition of expenditures for the preliminary FY 2019/20 budget.

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CAPITAL EXPENDITURES..... \$242,496,571

Capital expenditures in FY 2019/20 are budgeted to increase from the FY 2018/19 amended budget by an estimated 40.6%, which is primarily due to anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA). Expenditures by Program Fund are detailed below.

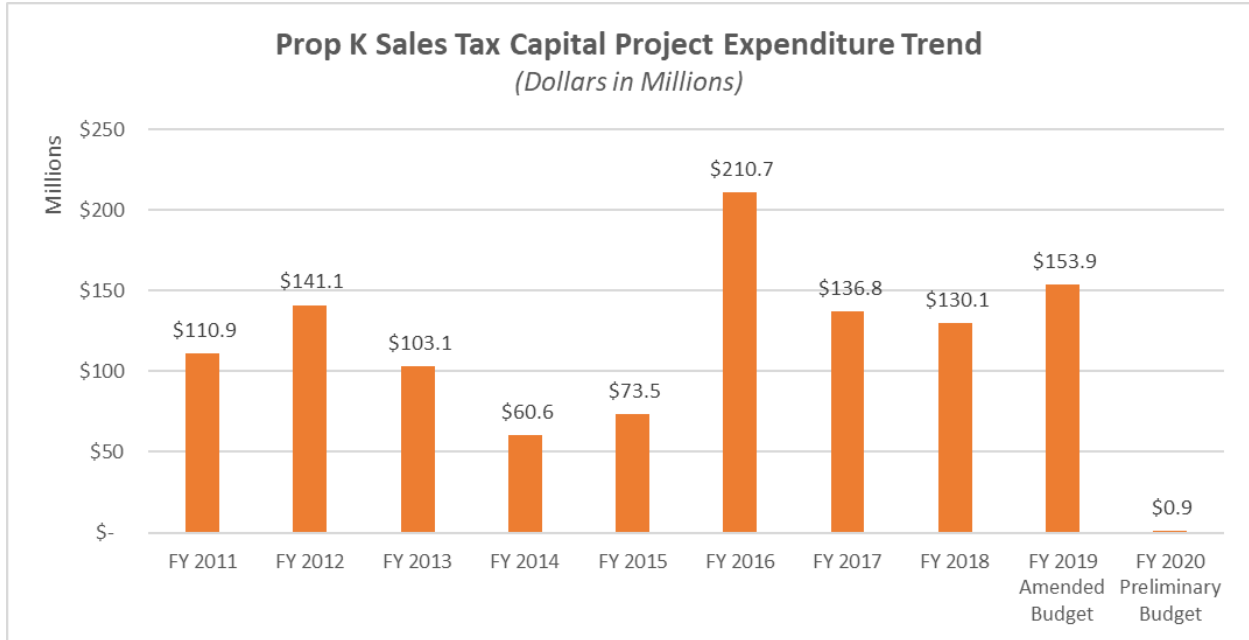
Sales Tax Program Expenditures:..... \$200,734,927

The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, project delivery progress reports and conversations with project sponsors, as well as anticipated new allocations programmed for FY 2019/20. Approximately \$50 million of the capital expenditures anticipated in FY 2019/20 were delayed in the FY 2018/19 amended budget due to slower than anticipated expenditures primarily for vehicle procurements and the Van Ness Bus Rapid Transit project.

Some of the main drivers of Prop K Capital Expenditures (and our sales tax revenue bond) for FY 2019/20 are the SFMTA vehicle procurements for motor coaches, trolley coaches, and light rail vehicles. Anticipated large capital project expenditures also include the overhauls of the Breda light rail vehicles, Van Ness Bus Rapid Transit, Central Subway, new and upgraded traffic signals, and upgrades to SFMTA vehicle maintenance facilities projects.

The chart below reflects the eight-year historical and two-year budgeted Prop K sales tax program capital expenditures.

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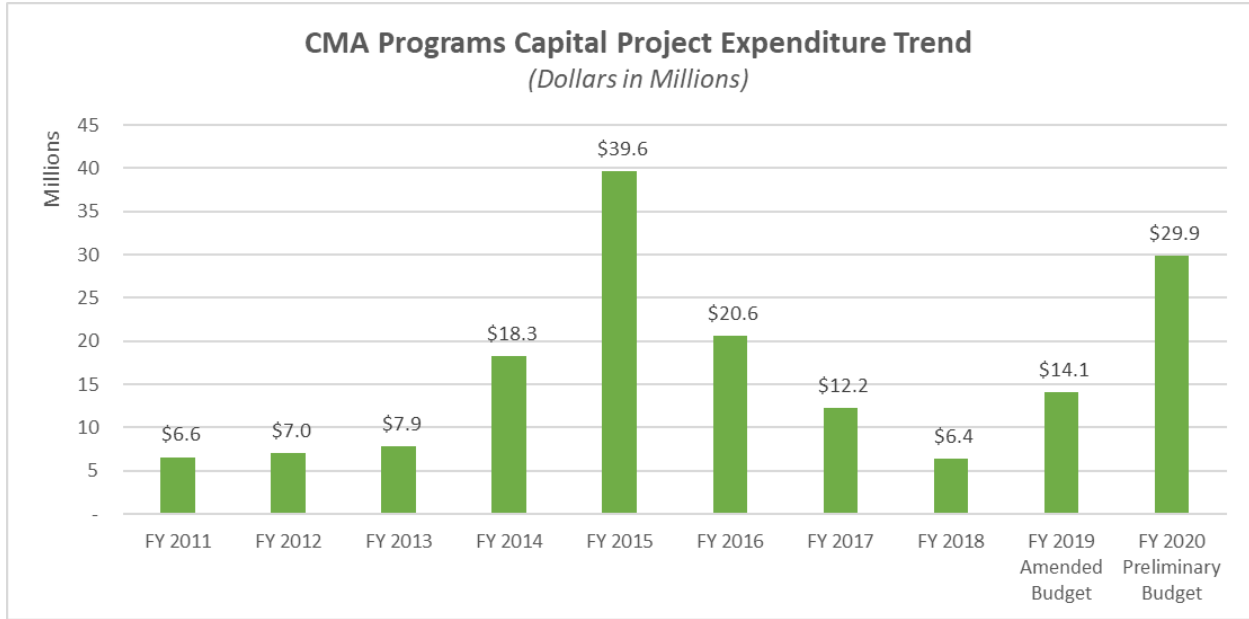
CMA Programs Expenditures:..... \$29,869,867

This line item includes technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various planning efforts and projects such as the U.S. 101/I-280 Managed Lanes project, Downtown Congestion Pricing Study, and SFTP update. Also included are the YBI Bridge Structures and YBI Southgate Road Realignment Improvement project, which is supported by federal, state, and regional funding.

Expenditures in FY 2019/20 are budgeted to increase by \$15.8 million as compared to FY 2018/19. This increase is primarily due to increased activities for the YBI projects in which there is an increase of \$13.2 million in capital expenditures and the U.S. 101/I-280 Managed Lanes project in which there are \$3.2 in capital expenditures to advance planning to address questions raised relating to operational analyses (e.g. ramp metering), socio-economic equity, and additional transit provision that could take advantage of any future carpool or express lane. Pending Board approval, we will also continue the Caltrans project development process efforts through the preparation of the Project Approval/Environmental document and continue detailed traffic operations analyses.

The chart below reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.

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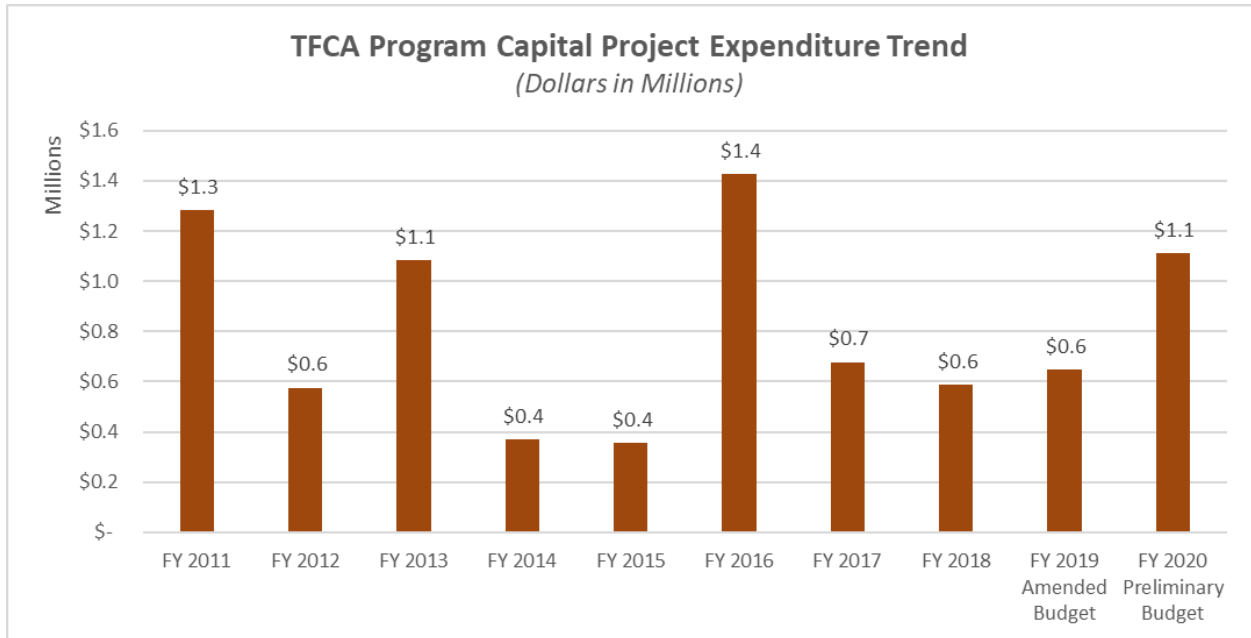


TFCA Program Expenditures:..... \$1,110,104

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2018/19. It also includes an estimate for expenditures for the FY 2019/20 program of projects, which is scheduled to be approved by the Board in June 2019.

This year’s budget is higher than the FY 2018/19 amended budget of \$647,906 due to slower than anticipated expenditures for three projects funded in 2018 that have yet to execute grant agreements, as well as three electric vehicle charger projects that are expected to seek full grant reimbursements early in FY 2019/20 after the chargers are installed.

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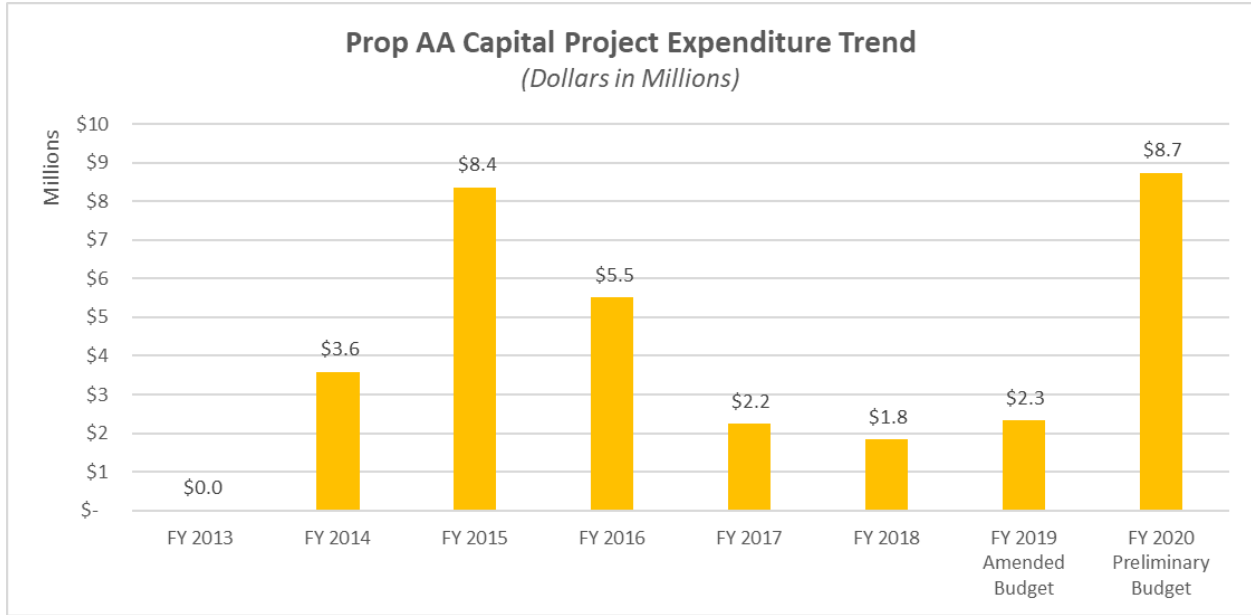
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures:
.....**\$8,738,768**

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2019/20 projects based on the Prop AA Strategic Plan as amended in March 2019, carryover prior-year projects with multi-year schedules, and projects not anticipated to be completed by the end of FY 2018/19. The largest capital project expenditures include the Haight Street Resurfacing and Pedestrian Lighting project, the Muni Metro Station Enhancements project, and the Brannan Street Pavement Renovation project, which together account for approximately 60% of the FY 2019/20 budget amount. We will amend the budget if necessary to reflect expected FY 2019/20 expenditures for projects determined through the open call for projects, to be approved by the Board in June 2019.

For FY 2019/20, we expect expenditures to increase significantly compared to the FY 2018/19 amended budget of \$2,323,492. This increase is primarily due to the above-mentioned capital projects that are behind schedule but expected to make significant progress in the coming year, as well as several additional projects that we expect to begin construction in FY 2019/20.

The chart below reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.

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TIMMA Program Expenditures:..... \$2,042,905

The TIMMA FY 2019/20 expenditures will be presented as a separate item to the TIMMA Committee at its May meeting and TIMMA Board at its June meeting.

ADMINISTRATIVE OPERATING EXPENDITURES..... \$10,947,099

Operating expenditures include personnel expenditures, administrative expenditures, Commissioner-related expenditures, and equipment, furniture and fixtures.

Personnel:..... \$8,117,924

Personnel costs are budgeted at a higher level by 6.1% as compared to the FY 2018/19 amended budget, reflecting a budget of 41 full time equivalents and reflecting the Revised Job Classifications and Salary Structure and Revised Organization Chart approved by the Board in December 2018 (Resolution 19-33). The revisions were intended to provide a level of compensation reflective of the marketplace to attract and retain employees while fitting within the agency’s means, as well as allowing for flexibility and fostering exemplary performance. The increase in fringe cost reflects the corresponding increase in salary costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel:..... \$2,829,175

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support

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contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment; computer hardware; licensing requirements for computer software; and an allowance for replacement furniture and fixtures. This line item also includes Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures. Non-personnel expenditures in FY 2019/20 are budgeted to decrease from the FY 2018/19 Amended Budget by an estimated 8.8%, which is primarily due to a decrease in legal services related to projects such as the Transbay Transit Center and Downtown Extension projects and Geary Corridor Bus Rapid Transit (Geary BRT project) projects. These two projects represent a total decrease of \$231 thousand in legal services.

DEBT SERVICE EXPENDITURES..... \$22,314,250

We have a \$140 million Revolving Credit Loan Agreement with a revolving credit facility with State Street and U.S. Bank National Association. As of the end of FY 2018/19, the outstanding balance of the Revolving Credit Loan Agreement has been fully repaid. Thus, this line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal and interest payments, and other costs associated with debt. This results in a decrease of \$11.3 million in debt service expenditures in FY 2019/20 as compared to the prior year.

OTHER FINANCING SOURCES/USES.....\$67,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2019/20 budget includes anticipated drawdown from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2019/20 may trigger the need to drawdown up to \$67 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$6.9 million among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the U.S. 101/I-280 Managed Lanes project and Downtown Congestion Pricing Study.

BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$11,656,345

Our Fiscal Policy directs that we shall allocate not less than five percent (5%) and up to fifteen percent (15%) of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$11.1 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency



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reserve. We have also set aside \$77,175 or about 10% as a program and operating contingency reserve respectively for the Transportation Fund for Clean Air Program and \$493,000 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program.