



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, May 14, 2019; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee

Clerk: Alberto Quintanilla

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

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

Board Meeting Agenda

10. Public Comment

11. Adjournment

*Additional Materials

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, April 24, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:03 p.m.

CAC members present: Kian Alavi, Becky Hogue, John Larson, Jerry Levine, Peter Tannen and Sophia Tupuola (6)

CAC Members Absent: Myla Ablog, Robert Gower (entered during Item 2), Rachel Zack (entered during Item 2), Ranyee Chiang (entered during Item 8) and David Klein (entered during Item 8) (5)

Transportation Authority staff members present were Michelle Beaulieu, Cynthia Fong, Anna LaForte, Maria Lombardo and Alberto Quintanilla.

2. Chair's Report – INFORMATION

Chair Larson announced that CAC member, Rachel Zack, would be teleconferencing into the CAC meeting. He reported that Transportation Authority staff were proud to announce a completely revised website. The new website went live April 18 and was designed to better highlight the agency's planning, funding and delivery efforts in every neighborhood and citywide. He said the public could let staff know what they thought of the relaunch by clicking on the feedback link on the homepage above the Transportation Authority logo.

Chair Larson said Item 6 in the agenda was an update on the San Francisco Municipal Transportation Agency (SFMTA) transit report that was presented to the SFMTA Board at their April 16 Meeting. He said the Board of Supervisors Government Audit and Oversight Committee had yet to request a follow up hearing regarding Muni's transit performance initiatives, but staff would keep sharing updates with the CAC as the SFMTA Board received updates.

Chair Larson reported that the California Public Utilities Commission (CPUC) had agreed to attend the July 24 CAC meeting and would provide a presentation on how Senate Bill (SB) 1376 was being implemented. He said SB 1376 was a regulation to levy a per-trip surcharge on Transportation Network Companies (TNCs) to fund a wheelchair ride-hail program in San Francisco.

During public comment Edward Mason asked what subway delays of 24,000 minutes represented in the Muni performance update slide deck.

Chair Larson asked that SFMTA staff provide a response during Item 10 on the agenda.

Consent Agenda

3. Approve the Minutes of the March 27, 2019 Meeting – ACTION
4. State and Federal Legislation Update – ACTION

5. **Major Capital Project Update - Better Market Street – INFORMATION**
6. **San Francisco Municipal Transportation Agency's Muni Transportation Performance Update – INFORMATION**
7. **Internal Accounting and Investment Report for the Nine Months Ending March 31, 2019 – INFORMATION**

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hogue, Larson, Levine, Tannen, Tupuola and Zack (8)

Absent: CAC Member Ablog, Chiang and Klein (3)

End of Consent Agenda

8. **Adopt a Motion of Support to Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**

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

Chair Larson asked for an overview of the Neighborhood Transportation Improvement Program (NTIP) for new CAC members.

Ms. LaForte said NTIP was created in 2014 based on recommendations from the San Francisco Transportation Plan [equity analysis]. Through the 2014 Prop K 5-year prioritization program (5YPP) update, she said the Transportation Authority programmed \$100,000 in planning funds and \$600,000 in capital funds for each supervisorial district to use over a five-year period. She explained that each Commissioner used planning funds to establish pipelines to create project recommendations and uses the capital funds to advance projects to design and implementation, ideally leveraging other funds.

Chair Larson added that Commissioners used different mechanisms to garner community engagement on NTIP projects.

Peter Tannen asked for clarification about the Bicycle Circulation and Safety 5YPP amendment to reprogram \$25,000 not needed for the planning phase of the Embarcadero at Pier 39/Fisherman's Wharf Project to the Howard Street project, specifically asking why the funds weren't needed.

Ms. LaForte replied that the funds programmed for the planning phase were higher than the estimated cost when the SFMTA made the allocation request.

Peter Tannen referred to Attachment 1 of the item and asked why actual leveraging was often lower than the expected leveraging by Expenditure Plan line. He asked if actual leveraging was lower because information was shown by project phase or if non Prop K funds were less than anticipated.

Ms. LaForte said the voter approved expenditure plan made assumptions about the amounts of non-Prop K funds that would be leveraged by Prop K over the life of the Expenditure Plan. She noted that as a program Prop K was leveraging \$4-\$7 in non-Prop K funds for every Prop K dollar spent as intended in the Expenditure Plan though individual requests, particularly for earlier project phases like planning, often were lower than Expenditure Plan assumptions.

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: CAC Members Alavi, Chiang Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (10)

Absent: CAC Member Ablog (1)

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 Department of Transportation and the Treasure Island Development Authority – ACTION**

Dale Dennis, Consultant, presented the item per the staff memorandum.

Chair Larson asked if it was more efficient to have the Transportation Authority make the purchase of the property to keep the construction schedule moving forward.

Mr. Dennis replied in the affirmative.

Jerry Levine said he had reviewed the construction schedule and noted that completion was 16 months away. He asked if the construction schedule was overly optimistic.

Mr. Dennis said the construction schedule was developed by the construction manager and noted that the working day schedule could possibly be affected by weather related delays in the winter, adding that rain days were not currently reflected in the schedule.

Jerry Levine asked if there were any infrastructure issues, particular of the underground variety, that could be problematic.

Mr. Dennis said Caltrans has been working in the area over the last ten years as part of the San Francisco Oakland Bay Bridge project and that the Transportation Authority had overseen the construction of the ramps in the same location, so both entities were pretty familiar with the area.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (10)

Absent: CAC Member Ablog (1)

10. **San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement Update – INFORMATION**

Julie Kirshbaum, Julie Kirshbaum, Acting Director of Transit at San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Kian Alavi asked if SFMTA's decision to no longer couple vehicles was permanent.

Ms. Kirshbaum said the decision to use the Siemens light rail vehicles (LRVs) only in single-car trains was temporary and resulted from an abundance of caution. She anticipated trains would be

coupled again within a couple weeks or months depending on the root cause and the identified fix.

Ranyee Chiang said it was reassuring to hear about SFMTA's response to issues discovered on the Siemens LRVs and asked if new trains would be carefully phased into service, such as by ordering in smaller batches to allow for more testing.

Ms. Kirshbaum said all design changes would be incorporated into the Phase 2 procurement by the manufacturer and would be retrofitted into the LRVs procured in Phase 1. She added that the Phase 2 procurement would happen over a period of four to five years, which would allow for additional adjustments.

Sophia Tupuola asked which Muni lines were being served by the Siemens LRVs.

Ms. Kirshbaum said the Siemens LRVs were generally being used on the J line because it normally ran single car trains and the KT line because Muni had limited switchbacks on that line. She added that there were circumstances where the new LRVs would be used on other lines to ensure that a run was not missed.

Sophia Tupuola asked what forms of outreach SFMTA was using to inform passengers about the safety precautions.

Ms. Kirshbaum said announcements were being made via the automated messaging system in the subway, a press release, and email updates to members of the public who had registered for Muni customer alerts.

Robert Gower said the Out of Service signage for the rear doors of the Siemens LRVs was not obvious, and he had observed passengers pressing the back door button thinking that the doors were in operation. He suggested that the signage be more visible.

Ms. Kirshbaum acknowledged the suggestion and said signage could also be added to the inside of the train doors.

David Klein mentioned that a key reason given for the accelerated LRV replacement was to avoid costly maintenance on Breda vehicles needed to keep them in service. He asked if the current delays would necessitate funding for additional maintenance of the Breda fleet.

Ms. Kirshbaum said she was cautiously optimistic that if SFMTA identifies the solutions soon enough, they could keep the proposed accelerated LRV replacement schedule. She noted that extending the service life of the Breda LRVs would be costly and difficult because certain parts were no longer available.

Jerry Levine asked if running single cars would lead to overcrowding and if Muni had discussed running single cars in pairs.

Ms. Kirshbaum said they were currently struggling with vehicle availability and could not run back-to-back single cars. Ms. Kirshbaum then continued with her presentation.

Jerry Levine asked if the SFMTA's emergency braking procedure degraded the track as well as the wheels.

Ms. Kirshbaum said Muni staff had not raised the issue of damage to the tracks and she did not know if it was a problem.

Peter Tannen asked if the reference to "modify brakes to better distribute force during quick stops" on slide 3 of the presentation referred to the modifications needed to address the wheel flattening issue.

Ms. Kirshbaum replied in the affirmative.

Peter Tannen said he felt that the proposed LRV design modifications addressed the issues raised by the public. He asked about the height of the high handhold bar.

Ms. Kirshbaum said the archway handhold was 6 feet 6 inches above the floor, higher than the route signs inside the vehicle.

Ranyee Chiang asked what the seating and standing capacities were for the three redesign options and asked if the door entrance next to the driver was going to be modified to allow easier access for riders who utilize wheelchairs.

Ms. Kirshbaum stated that the current design and the design with double seats would have the same number of seats on paper, though she noted without ‘butt dips’ in the bench seats, people tended to spread out more. Ms. Kirschbaum added that the single-seat design option would result in a loss of 12 seats per car compared with the bench seating arrangement. She added that design modifications included improved wheel chair access at the entrances.

Robert Gower said that one of the great things about the Siemens LRVs was the ability to keep them clean and he expressed concern that the seating modifications would negatively affect the cleanliness of the vehicles. He asked if the bench seats could be designed with some sort of seating demarcation to make them easy to clean.

Ms. Kirshbaum said she believed that the SFMTA had been unable to find a bench design such as Mr. Gower was suggesting but stated that the same bench design had been successful on Muni’s buses. She said the double transverse seats would be suspended and cleaning under them would still be easy.

Mr. Gower asked if the seats were custom made or prefabricated.

Ms. Kirshbaum said they were prefabricated.

Mr. Klein asked if the new train designs would continue to have space for advertising.

Ms. Kirshbaum stated that the new trains would have space for advertisements, but that feature was not shown in the renderings.

Ms. Hogue asked if there was a timeline for the redesign of train seats.

Ms. Kirshbaum said the timeline had not yet been developed.

Maria Lombardo, Chief Deputy Director, thanked Ms. Kirshbaum for her thoughtful responses and provided a recap of Board comments and requests made at the last Board meeting. She reiterated that the Board and Transportation Authority were disappointed that safety and performance issues were not reported by the SFMTA before requesting additional funds. She acknowledged that the Transportation Authority also bore some responsibility and would increase its oversight efforts, with plans to report back to the Board and CAC. Ms. Lombardo reported that the Board voted to continue the item until SFMTA identified the root causes and solutions to the safety issues. She said the Board had requested details about how the safety incidents had been reported, including which agencies had been notified and the thresholds for when reporting was required. She added that the Board also requested information about SFMTA’s warranty claims made and the timeframe in which Siemens addressed the claims.

Ms. Kirshbaum stated that the SFMTA had some additional information subsequent to the Transportation Authority Board meeting. She said that the incident that occurred on April 19, 2019 was reported to the California Public Utilities Commission (CPUC) and deemed reportable because a citizen was transported to a hospital. She said another incident was reported as a

courtesy to the CPUC, but reporting was not deemed to be required. She added that SFMTA staff searched their central control log after the Transportation Authority Board meeting and found up to 8 possible incidents. Three of these incidents involved injuries and another three involved the train operators stopping the vehicles and opening the doors to allow passengers to free up their hands. The other two incidents the SFMTA has not been able to corroborate and involved a passenger getting their wallet stuck and a 311 complaint that was not captured on video. Ms. Kirshbaum said SFMTA was working closely with the CPUC on all the incidents even though they did not initially require CPUC reporting. She said state regulations for system safety had recently changed, and in about a year, the SFMTA would be required to report major collision incidents to its Board. Ms. Kirshbaum said that SFMTA would initiate that reporting right away and noted that the SFMTA had recently begun to report major incidents to their Board on a monthly basis, including incidents of assault.

Chair Larson said he was happy that oversight and reporting of incidents would increase going forward. He asked if there was a timeline to report back to the Transportation Authority Board and requested that the CAC receive an update prior to the allocation item returning for Board consideration.

Ms. Kirshbaum said SFMTA would bring an update to the CAC and Board based on consultation with Transportation Authority staff and the timeline of the technical solutions for the two areas under investigation.

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

Janet Gallegos, SFMTA Project Manager of the LRV4s, said the new vehicles replicated what had been done for the Breda vehicles after exploring other options because it was the best solution given San Francisco's challenging environment. She said she was not aware of any incidents related to the gap between cars.

During public comment Robin Kropp said her own informal poll of other passengers found that at least 1/4 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 redesigning the seats to provide better back support. She reported feedback she received from a Muni LRV operator who said that the metal used in the Siemens wheels were lighter than the metal used for Breda wheels and could be contributing to the wheel flattening. She added that he suggested installing sensors on all LRV doors similar to those on the Bredas, bringing back rear view mirrors because the cameras on the new vehicles could not always provide visibility due to glare, and installing a feathering break in the front, middle and back of the LRVs, similar to the Breda fleet.

Jackie Sachs asked if the redesign would add additional wheelchair seats and asked if drivers could be trained stop in front of riders with additional needs so they could board before other passengers.

Ed Mason said the new LRV fleet was a 30-year project that needed to be done right and believed that preventative maintenance was imperative – not an optional special condition - for the new vehicles to prevent maintenance issues similar to those the Breda vehicles were currently experiencing. He added that members of the public who were not technically savvy were unaware that they could make comments through the City's 3-1-1 system or by filling out an online survey. He asked what the 24,000 minutes of subway delay represented, as shown in the Muni performance update presentation (Item #6 on the agenda). Mr. Mason also observed that there should be a date and time display like on other modern vehicles.

Chair Larson asked if Ms. Kirshbaum could address questions asked by the public during public

comment.

Ms. Kirshbaum said the subway delays of 24,000 minutes measured the time that trains were stopped between stations during peak periods, and the time that trains stopped at a platform for longer than 30 seconds. She added that the metric was intended to capture day to day congestion and not just major delays. She said 24,000 minutes equated to about 4-6 minutes of delay per train. She said the metric was part of SFMTA's 90-day performance maintenance plan.

Ms. Kirshbaum said the reason customers who used the high ramps at the ends of platforms were not picked up first was because trains did not have the ability to back up. Regarding public outreach, she said surveys were not only done online but also included capturing rider feedback as they rode the trains. She stated that SFMTA felt cameras offered many safety benefits over mirrors because they were mounted on the rear of each LRV as well as the front and had the ability to zoom in. She added that SFMTA was attaching shades to the cameras to address glare, a problem also faced by mirrors.

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

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

Chair Larson said he was happy to see accelerated progress since last month and noted that an SFMTA construction mitigation program update for capital projects was presented to the Transportation Board at the March 23, 2019 meeting.

David Klein asked for data analysis or case studies that demonstrated that the SFMTA programs were helping businesses along the corridor.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA was working on a memorandum of understanding (MOU) with the Office of Economic Work and Development (OEWD) to provide transit passes to project contractors and to add "Good Neighbor" incentives for contractors. She added that the SFMTA was working to re-audit the corridor but was facing pushback from businesses that were hesitant to release financial data. Ms. McCarthy said SFMTA and OEWD were working daily with the businesses and neighbors to address their issues and that the corridor Business Advisory Committee had recently expanded from 11 to 13 members.

David Klein stressed the importance of applying lessons learned from other capital projects and requested if a representative from the OEWD could provide a presentation to the CAC.

Chair Larson seconded that request.

Ms. McCarthy said lessons learned from the construction mitigation program were being applied for the Geary Bus Rapid Transit and L Taraval projects.

Jonathan Rewers, SFMTA Senior Manager of Budget, Financial Planning and Analysis & Building Progress Program Manager, said the construction mitigation program was developed based on sales tax data collected by the Controller's Office. The Controller's Office developed a method to allow the SFMTA to see fluctuation in sales taxes as projects occurred along corridors. He said the SFMTA looked at a series of projects and saw a drop of sales tax in the period in which projects were occurring. He added that the mitigation elements in the construction mitigation program were based on best practices studies done by two major universities. The best practices were successfully implemented in West Portal during the Twin Peaks project and would be utilized moving forward. Mr. Rewers stated that one key lesson learned was to go out in advance during the planning phase to get a general sense of how businesses were doing along each corridor prior

to construction starting.

Kian Alavi asked how many businesses had closed as a result of construction along the Van Ness corridor and stated that he did not feel confident that the city had done enough to mitigate construction impacts on businesses.

Peter Tannen asked if the business support opportunities to provide transit passes and “Good Neighbor” incentives for contractors could be further explained.

Ms. McCarthy said the two opportunities were contractual changes to incentivize construction workers to take public transit to the work site and an incentive for contractors to receive rewards for prolonged periods of time without violations or citations. She mentioned that only one business had cited construction as the reason for closure and that businesses along Van Ness had some of the lowest vacancy rates in the city.

Kian Alavi thanked Ms. McCarthy for the data point and reiterated the need to highlight the impact that construction has had on businesses and the public.

Ms. McCarthy shared Mr. Alavi’s concerns and said they were a major reason for the Van Ness corridor businesses audit and assessment.

Peter Tannen asked if there was an update on the bicycle safety plan along Van Ness and encouragement to use Polk Street as an alternative route.

Mr. Gabancho said the project team had been working with the SFMTA traffic engineering team, but to date had not been able to come up with a safe way of sharing any part of the construction zone with bicyclists.

Chair Larson noted that the CAC suggested a formal rerouting of bicycles from Van Ness to Polk Street.

Mr. Gabancho said that the suggestion would be part of SFMTA’s outreach efforts.

There was no public comment.

12. Central Subway Update – INFORMATION

Albert Hoe, Acting Director of Central Subway Project (SFMTA), presented the item.

Chair Larson said he was impressed that the project was still on budget.

Peter Tannen asked if the reported complications with the automated train control and radio systems could be further explained.

Mr. Hoe replied that the complications were related to contractual disputes between the contractors for the installation of the automated train control and radio system. He added that SFMTA had since removed the train control system work from Tutor’s contract to accelerate construction. He said SFMTA was working to remove any hurdles that would prevent the contractors from not being able to stick to the work schedule.

There was no public comment.

13. Horizon and Plan Bay Area 2050 Update – INFORMATION

Michele Beaulieu, Senior Transportation Planner, presented the item staff memorandum.

David Klein said it was wonderful to see long range planning and asked if it coincided with Caltrain’s business plan. He also asked if the program was looking at risks like the impacts from Transportation Network Companies (TNCs).

Ms. Beaulieu said that Caltrain's business plan would inform the Metropolitan Transportation Commission's (MTC) regional transportation plan, Plan Bay Area 2050. She added that the futures planning work happening under the Horizon umbrella, did include policy areas of uncertainty like the impacts of TNCs which were discussed in the Transportation Demand Management (TDM) white paper. She said the Horizon might shed some light on the potential impacts of higher mode share of TNCs on the transportation network such as where demand might shift.

Peter Tannen asked if the perspective papers were available online.

Ms. Beaulieu replied in the affirmative and said they could be accessed on the Horizon website.

Peter Tannen asked if there was a way to receive additional information regarding the 91 projects being considered in the Horizon work.

Ms. Beaulieu said there was not a lot of additional information for the projects available, except for projects that were included in the Plan Bay Area 2040, the prior regional plan. She said that the list included projects submitted by members of the public and nonprofits and very little information had been shared with Transportation Authority staff.

Peter Tannen asked if staff had any information regarding the Muni Metro to South San Francisco, Regional Bicycle Super Network, or Bay Crossings projects.

Ms. Beaulieu said the Muni Metro to South San Francisco project would be an extension of the T-Third Muni line. She said she did not have additional information regarding the Regional Bicycle Super Network project. Ms. Beaulieu added that the Bay Crossings project was requested by Senator Feinstein who had sent a letter to MTC that led to the drafting of a policy paper that was looking at seven possible crossings that would vary from transit or roadway only to a combination of both. She added that she expected the Bay Crossings policy paper to become available to the public in the next couple months.

Sophia Tupuola asked if the downtown congestion pricing would lead to greater equity disparities for San Francisco residents.

Ms. Beaulieu said the Transportation Authority's congestion pricing study was projected to start later this year, with equity being a major topic. She added that the Board had also expressed interest surrounding equity. She said the study would look at congestion pricing and investments it would make to benefits residents who rely on public transit.

Maria Lombardo, Chief Deputy Director, said she would share a paper, written by Transform, that discussed how congestion pricing could advance equity if done right, with the CAC. The paper highlights a lot of the inequities in the current system such as the delays experienced by people riding buses stuck in traffic.

There was no public comment.

14. Preliminary Fiscal Year 2019/20 Annual Budget and Work Program – INFORMATION

This item was continued to the May 22, 2019 CAC meeting due to time constraints at the CAC meeting. Ms. Fong encourage CAC members to contact her with any questions.

There was no public comment.

15. Introduction of New Business – INFORMATION

Peter Tannen requested an update on the Quint-Jerrold Connector Road project.

David Klein requested marketing, advertisement, workshop, events, and social media data points from the SFMTA for the Van Ness BRT project, noting that even while the CAC waits for financial

metrics, there wasn't a reason these types of data points couldn't be provided to help the CAC see if the mitigation program was effective or not.

Chair Larson added that listing the data points that the CAC would like to see would be helpful to share with project managers.

David Klein congratulated and thanked the SFMTA and the San Francisco Police Department for hosting a District 1 town hall meeting that discussed Vision Zero efforts along the California Avenue corridor.

Kian Alavi asked for a better understanding of the long-term implications regarding the Siemens LRV safety issues and reliance on Breda vehicles that were past their prime. He also asked for an update detailing how TNCs were affecting District 9 and specifically streets in the Mission that were previously lesser used but were now dealing with congestion. Lastly, he expressed frustration of the city's lack of initiative to protect pedestrians and cyclists from commuter buses using weight restricted streets along the Mission.

Robert Gower echoed Kian's safety and oversight concerns regarding the Muni LRVs and also stated concern about the limited availability of the new vehicles due to coupling issues. He anticipated a direct impact on flow of people being able to use the light rail system and requested that the SFMTA return to the CAC and report back subsequent train delays and effects on ridership, as a result to safety measures being taken.

Chair Larson believed that the Transportation Authority Board shared the same level of concern regarding Muni LRVs and would continue to request near and long term updates. He said the CAC would subsequently receive performance updates from the SFMTA and expected the reports to have updates on the LRVs.

There were no new items introduced.

16. Public Comment

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

Chair Larson acknowledged that Mr. Mason had begun to share his photos with the Board and asked if he had received any feedback.

Mr. Mason said the photos had been circulated to the Board but that he did not receive a reply from any Commissioner.

Chair Larson said that Commissioner Mandelman might be interested in learning more about idling commuter shuttle buses in District 8.

Peter Tannen said he would contact Commissioner Mandelman's office and raise awareness regarding the work being done by Mr. Mason.

Jackie Sachs requested an update on the other 9 to 5 project.

Chair Larson echoed Ms. Sachs request for an update on late night service.

17. Adjournment

The meeting was adjourned at 8:49 p.m.

DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 23, 2019

1. Roll Call

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

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Peskin, Ronen, Safai, Walton and Yee (8)

Absent at Roll Call: Commissioners Brown (entered during Item 3), Mar (entered during Item 10) and Stefani (entered during Item 10) (3)

Commissioner Fewer moved to excuse Commissioner Stefani, seconded by Commissioner Yee. Commissioner Stefani was excused without objection.

2. Chair's Report – INFORMATION

Chair Peskin thanked the Board for participating in Walk to Work Day, and Walk, Bike and Roll to School Days. He said all Commissioners were committed to making walking and bicycling safer citywide especially for the city's most vulnerable residents. He added that he had a great time with the communities at Jean Parker, Gordon J Lau and Spring Valley Elementary Schools in District 3 and especially appreciated San Francisco Police Department (SFPD) Central officer Courtney for helping to identify Vision Zero safety projects at each school.

Chair Peskin reported that the Polk Street Improvement Project finished completion in early April and thanked San Francisco Public Works for leading the project, with the San Francisco Municipal Transportation Agency and Transportation Authority. He added that Prop K funded over a dozen signal upgrades along Polk Street and pedestrian safety, transit, bicycle, and streetscape improvements for the Upper Polk corridor between Union and McAllister streets, a 20 block stretch of 1.3 miles on the Vision Zero High Injury Network.

Chair Peskin reported that Transportation Authority staff presented at the California High-Speed Rail Authority (CHSRA) on continued investments in the "Valley-to-Valley" segment stretching from the Central Valley to Silicon Valley and the city's corridor that was currently being electrified with the help of High Speed Rail (HSR) funds. He said the Board appreciated that environmental studies were underway and would eventually lead to Blended Caltrain/High Speed Rail investments in the region, including the downtown rail extension, to which the CHSRA had pledged \$550 million. He noted that funding was not yet secured.

Chair Peskin stated that together with CHSRA and other partner agencies, Transportation Authority staff was doing the work of reviewing DTX plans and organizational structures, and preparing for the next stages of project development, following the Board's review. He asked the CHSRA to re-consider its plans to prioritize available funds mainly for building further segments

of the Central Valley Line and encouraged them to analyze the options for funding critical project development efforts in the region. He said the Board was confident that they would find that an investment of HSR dollars, combined with other sources, would yield significant ridership, congestion and air quality benefits from the South Bay and Peninsula up to San Francisco, in comparison with alternative investments. He added that staff was ready and eager to support such an analysis and consideration by the CHSRA and its team.

Chair Peskin acknowledged Commissioner Walton's efforts towards governance at Caltrain, as a member of the Peninsula Corridor Joint Powers Board.

There was no public comment.

3. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, and Eric Young, Senior Communications Officer, presented the Executive Director's Report.

Commissioner Brown asked what efforts were being done to make it easier for members of the public to find online traffic-calming information to submit requests for traffic studies on their streets or neighborhoods.

Director Chang clarified that the neighborhood-based traffic calming program was administered by the San Francisco Municipal Transportation Agency (SFMTA).

Commissioner Brown said that members of the public were going to the Transportation Authority website in search for the traffic calming program.

Director Chang said Transportation Authority staff would look for ways to easily redirect users to the SFMTA page.

Chair Peskin encouraged members of the public to take Mr. Young up on his offer and submit any questions or comments on the new website to make it the best it can be.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the April 9, 2019 Meeting – ACTION**
5. **[Final Approval] State and Federal Legislation Update – ACTION**
6. **[Final Approval] Allocate \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests – ACTION**
7. **[Final Approval] Approve the San Francisco Lifeline Transportation Program Cycle 1 Program of Projects – ACTION**
8. **[Final Approval] Exercise Contract Option for On-call Project Management Oversight and General Engineering Services in an Amount Not to Exceed \$4,000,000, for a Combined Total Contract Amount Not to Exceed \$10,000,000 – ACTION**
9. **[Final Approval] Approve the Proposed Fiscal Year 2018/19 Budget Amendment – ACTION**

There was no public comment.

Commissioner Fewer moved to approve the Consent Agenda, seconded by Commissioner Walton.

The Consent Agenda was approved without objection by the following vote:

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

Absent: Commissioners Mar and Stefani (2)

End of Consent Agenda

10. [Final Approval] Allocate \$62,767,634 in Prop K Sales Tax Funds, with Conditions, for Light Rail Vehicle Procurement – INFORMATION/ACTION

Chair Peskin introduced the item by saying that action items received two readings from the Board, which generally approved them on the second reading. He said part of the value of a second reading was that it allowed introduction of new information, and in the case of the subject request new information had indeed come to the attention of the Board, including the failure of the shear pins in the couplers on two of the Siemens light rail vehicles (LRVs). He also noted the widely publicized incident in which a failure of the obstruction sensor in a door on one of the Siemens LRVs had resulted in the serious injury of a woman when her hand was caught in the door and she was dragged by the vehicle. Chair Peskin said he had received other troubling information that he wished to discuss, but asked Transportation Authority and SFMTA staff to first present their staff reports.

Anna LaForte, Deputy Director for Policy and Programming, and Julie Kirshbaum, Acting Director of Transit at San Francisco Municipal Transportation Agency (SFMTA), presented the item per the staff memorandum.

Chair Peskin asked when SFMTA received the first of the Siemens LRVs, when it went into service, and how many of the planned procurement of 219 LRVs were in use.

Ms. LaForte answered that according to progress reports, SFMTA had received 58 of the LRVs, of which 50 were in revenue service.

Chair Peskin asked what it meant for a vehicle to be in revenue service.

Ms. LaForte answered that testing was complete for those vehicles and they were actually serving the public.

Chair Peskin said he had learned that no more than 15 to 20 of the \$3.5 million vehicles were on the tracks at any one time due to the problem of wheel flattening, and asked staff to explain.

Ms. Kirshbaum said SFMTA could provide the Transportation Authority with the daily count of the number of the Siemens vehicles in revenue service. She said it currently varied from 20 to 50. She explained that the 50 Siemens LRVs that SFMTA had “placed in service” had passed SFMTA and state-mandated inspections and been certified by the California Public Utilities Commission (CPUC). She said the testing process was robust and included submittal of documentation, first to SFMTA's safety division, then to the CPUC for a three-week review before the vehicle was placed into service. Ms. Kirshbaum said that of the 50 new LRVs that had been certified for revenue service, SFMTA reserved a small number for operator training, and others were sometimes pulled from service for retrofits based on lessons learned from real world experience. Finally, she said some LRVs were typically out of service for maintenance. Ms. Kirshbaum said that in the previous several weeks, SFMTA had removed a number of new LRVs from service because of flat wheels. She explained that the Siemens braking system differed from that on the Breda vehicles, and was designed to minimize falls on board when the operator uses the emergency brake or when the automatic train control system brings the vehicle to an emergency stop. When we first introduced these vehicles into service, the SFMTA saw instances

of flattened wheels primarily from issues they were working through in the subway, such as when a train received a message from the automatic train control system that it didn't understand and then the automatic train control system would bring the vehicle to an emergency as the most prudent course of action, flattening the wheel.

However, in the fall when the SFMTA started training the full cadre of operators using the new LRVs, Ms. Kirschbaum said that is when they started seeing the number of vehicles in service she described earlier and began to see instances of flattened wheels for other reasons. She said heavy use of the emergency braking system caused wheel flattening, requiring LRVs to go into the maintenance shop for "wheel truing," to machine the flattened wheels back into round. Ms. Kirschbaum said San Francisco's dynamic operating environment meant that sudden stops were often necessary, and the Breda LRVs could negotiate a sudden stop safely only by operator use of the emergency brake. She explained that the Siemens vehicles have multiple ways to achieve an immediate stop including pulling back on the T-stick as well as hitting the emergency brake, but because SFMTA operators are trained to rely on the emergency brake, the SFMTA is seeing more flat wheels than they had expected. Ms. Kirschbaum said SFMTA was working with Siemens to redesign the braking system to better mirror how the Breda is designed. She emphasized that the braking system redesign was not a safety issue, as the Siemens system was at least as effective as the Breda system, but it is designed to absorb the force of the emergency stopping differently. She said the 18 vehicles that were currently out of service for wheel truing were too many.

Chair Peskin asked when the SFMTA took title on the first of the Siemens LRVs.

Ms. Kirschbaum answered that the first vehicle arrived in January of 2017 and went into service in November of 2017 after about nine months of testing. Until late fall 2018, the majority of the new vehicles were driven by expert operators who had been involved in the testing and had a lot of experience on the equipment. By November 2018, SFMTA had trained all LRV operators on the new vehicles.

Chair Peskin asked how many times LRV wheels could be trued before they would have to be replaced.

Ms. Kirschbaum answered that it varied but that the wheels could be trued multiple times. She said five vehicles were on hold because the wheels could no longer be trued and said additional wheels were expected to arrive in early summer.

Chair Peskin asked if the truck assemblies on which the wheels were mounted would need to be replaced along with the wheels.

Emmanuel Rodriguez, SFMTA Lead Mechanic, answered that the trucks and axles would have to be removed and overhauled to replace the wheels, but not replaced themselves. He said SFMTA had spare trucks that they overhauled on an ongoing basis.

Chair Peskin asked if Siemens was making all necessary parts available on a timely basis.

Mr. Rodriguez replied in the affirmative.

Chair Peskin asked if there were any back orders or delays.

Mr. Rodriguez answered that some parts were back ordered because the materials were from Germany, meaning a six-month wait for replacement tires from when they were ordered several months previously.

Chair Peskin asked how many vehicles were not in service by virtue of the fact that it took six

months to get new wheels from Germany.

Mr. Rodriguez said he believed that three vehicles were currently out of service due to the parts back order.

Chair Peskin asked Mr. Rodriguez how many of the 50 new LRVs certified for service were actually on the tracks during revenue hours.

Mr. Rodriguez said the number varied between 20 and 40 cars. He explained that SFMTA standards required a margin of 20% of the fleet to be in scheduled maintenance at any one time. He said this was based on a strict maximum of 3,750 miles between maintenance calls.

Chair Peskin requested that SFMTA provide the Board with the number of miles on each of the new LRVs, and the date each vehicle entered revenue service. He asked Mr. Rodriguez for an estimate of the average mileage on the new vehicles.

Mr. Rodriguez answered that some of the vehicles had as much as 20,000 miles of use.

Chair Peskin asked how long it might take a Breda LRV to accrue 20,000 miles.

Mr. Rodriguez said he estimated that the Bredas travelled 20,000 miles in six to eight months on average. He reminded the Board that the Siemens vehicles were also being used for training SFMTA's 300 plus operators.

Chair Peskin suggested that since the first Siemens LRV went into revenue service in November 2017, it would have close to 100,000 miles to date, including the nine months testing and additional training mileage.

Mr. Rodriguez answered that the first three cars had been used extensively for testing and the first and third cars were currently being retrofitted with updates included on later cars.

Chair Peskin asked if SFMTA had learned during testing of the first few cars that the braking system was subpar and causing wheel flattening.

Mr. Rodriguez responded that the Siemens braking system was not subpar but was a very good highly reactive braking system. He explained that SFMTA used the system differently than other transit agencies, with greater emphasis on the "mushroom" control for engaging the emergency braking system in an effort to reduce collisions. He said that control was very similar on both the Breda and Siemens LRVs, allowing operators to react instinctively and quickly in an emergency regardless of the vehicle they were driving. He said the "T-stick" control on the Siemens LRVs, which engaged a "spin/ slide" emergency braking system, actually produced better results in emergency stops without flattening the wheels.

Chair Peskin asked how much of the cost of the safety related redesigns would be covered by the Siemens warranty. He also asked about the maintenance and replacement costs related to the wheel flattening problem, and if any of those costs were covered by warranty.

Ms. Kirshbaum answered that issues related to vehicle design or manufacture were covered by the warranty, but redesign and retrofit of the brakes to replicate the Breda braking system would not be.

Chair Peskin asked if the vehicles procured with the requested funds would have a braking system that would lead to the wheel flattening and reduced service hours.

Ms. Kirshbaum replied that the modified brake design would be built into the Phase 2 vehicles that were the subject of the request. She said SFMTA was planning to begin retrofitting the

existing vehicles in about six months, which was the amount of time it would take to secure parts.

Chair Peskin asked about the procurement process, competing vendors that were considered, and why Siemens was ultimately selected.

Ms. Kirshbaum said before issuing a request for proposals by vendors SFMTA worked with stakeholders and staff to identify the strengths and weaknesses of the current fleet. She pointed out that continued operation of the Bredas entailed a large number of risks, particularly on issues related to doors, stairs and propulsion. She said the old fleet was crowded and too small to handle the needs of the growing city. Ms. Kirschbaum said vendor proposals were rigorously evaluated based on SFMTA's performance and cost specifications. She said designing a vehicle for San Francisco posed unusual challenges because of the need to operate both in mixed traffic and in a subway with automatic train control. She said the hilly terrain also posed design challenges. She said the long test period was necessary and valuable, allowed feedback from mechanics and operators, and resulted in design changes that had to be retrofitted into the first three vehicles.

Chair Peskin asked if the wheel-flattening issue was identified during testing of the first three vehicles.

Ms. Kirshbaum said it had been identified as a minor problem related to emergency braking in the subway. She said the expert operators employed during testing were comfortable with using the primary emergency brake rather than the "mushroom" control.

Commissioner Brown asked how the door specifications compared to those for trains operated elsewhere around the world.

Michael Cahill, President, Rolling Stock, Siemens Mobility Inc., said that in North America the door specifications were largely governed by the American Public Transportation Association (APTA) standards. He said there were some differences in the standards from those elsewhere, but all of them largely took a similar approach to try to minimize the risk to passengers, both in terms of doors closing and operation of the vehicle subsequent to door closing. He said there was an explicit recognition by all of the standards boards that there was almost no hope of a completely fail-safe system that could eliminate all risks. He said the APTA standards attempted a very clear and objective approach to minimizing the most likely scenarios, with standardized tests to eliminate subjective judgments. He said European standards were less prescriptive.

Commissioner Brown commented that the Breda LRVs had obstruction sensors in the door mechanisms and asked if the Siemens cars had them.

Mr. Cahill answered that they did but said no one technological system could guarantee safety. He said safe operation depended on three elements: technology, operations staff and the operators, and passenger behavior.

Commissioner Brown asked if the sensors were all the way down or staggered.

Mr. Cahill explained that there were two levels of sensors: a sensitive edge on the doorway and an over-current protection circuit whereby if the doors sense an obstruction, it will cause the door to re-open.

Commissioner Brown said she had heard anecdotal stories about doors on the Siemens LRVs closing on people and belongings and asked how those incidents could happen.

Mr. Cahill said the APTA standards for vehicle doors were designed to address the most likely scenarios and defined obstructions as objects with a minimum width and thickness because it is

very difficult to reliably and repeatedly sense something that is too narrow or too small. Mr. Cahill said the standard required that the sensors recognize an object at least three inches wide and a quarter inch thick, or a bar that is three-eighths-of-an-inch wide. He said the APTA standards set procedures for how the testing must be done, and the Siemens doors were in full compliance with the standards. Mr. Cahill pointed out that the standards meant that a backpack strap, for example, would not be detected.

Commissioner Brown asked if a child's hand was too small.

Mr. Cahill said a child's hand would be detected if it were thicker than the quarter inch and wider than the three inches.

Commissioner Peskin asked if Siemens manufactured the LRV doors or sourced them from another manufacturer.

Mr. Cahill answered that the doors were supplied by a third-party company called Ultimate headquartered in Australia and with a facility in Hayward, California among other locations around the world.

Commissioner Peskin asked if other transit operators used Ultimate doors on their transit vehicles.

Mr. Cahill answered that Ultimate supplied doors to a long list of major transit authorities around the world.

Chair Peskin asked whether the CPUC conducted independent testing and verification or if they relied on the testing and verification provided by the SFMTA.

Ms. Kirshbaum answered that CPUC engineers were actively involved as observers and reviewers during the testing and certification process, which was conducted by SFMTA.

Commissioner Haney said it was absolutely shocking and unacceptable that passengers were placed in this situation. He said he didn't remember a similar situation with the Bredas. He asked if SFMTA would take the Siemens vehicles out of service until improvements could be implemented to address the safety issues.

Ms. Kirshbaum agreed that a number of questions had been raised in the previous two weeks that SFMTA, the Transportation Authority Board and the public needed to better understand. She asked that the Board continue the agenda item to a future meeting to allow SFMTA to follow through on finding answers. She said SFMTA took the safety of every customer extremely seriously. She said SFMTA's initial focus would be an enhancement, already being tested, involving installation of a second sensitive edge for the doors. Ms. Kirschbaum said that, although the vehicles were passing the CPUC standards, they weren't meeting the spirit of the standard. She said she was able to replicate the door sensor problem when her own hand got stuck in a door. She said that on the day before the Transportation Authority Board meeting SFMTA staff had determined to take immediate action. She said SFMTA operations managers had instructed operators to lock the back door of the Siemens cars to allow them to focus on ensuring that the front door was clear before proceeding. She said SFMTA had also increased the presence of ambassadors and other staff on light rail platforms, encouraging customers to stand behind the yellow line and making announcements.

Commissioner Haney expressed concern that LRVs were still in operation that had doors with a single sensitive edge.

Ms. Kirshbaum clarified that during testing SFMTA found that doors with two sensor strips could

also fail to react properly to an obstruction. She said SFMTA had considered the tradeoff between risks posed by the doors and the 15% reduction in the capacity that would result from removing all the Siemens LRVs from service, which would mean a significant increase in crowding. She said CPUC staff had agreed that SFMTA's proposed interim measures were a reasonable and measured approach.

Commissioner Haney acknowledged that passengers shared responsibility for their own safety but said accidents would happen as long as a door could close on somebody and drag them. He said it had not been a problem for the Bredas. He asked if Ms. Kirschbaum was aware of concerns raised by operators about the Siemens trains.

Ms. Kirshbaum said SFMTA had proactively solicited feedback from operators, supervising staff and mechanics, and had made dozens of changes to the trains based on their feedback. As an example, she said one of the concerns that operators raised was that the monitors for the cameras were too small. She said SFMTA adjusted the specifications to include larger monitors.

Chair Peskin asked Ms. Kirschbaum how many other incidents she was aware of related to the doors closing on people.

Ms. Kirshbaum said she was aware of four incidents. In one instance a good Samaritan was trying to hold the door for another passenger. In that case the operator observed what had happened and immediately stopped the train and opened the doors. She said there had been a second incident in which where a customer was dragged by a train when his plastic bag of doughnuts was caught in a door and he didn't let go of it. In a third incident that took place in the subway a passenger's hand got stuck in a door. She repeated that SFMTA staff had recently been able to replicate the issue.

Chair Peskin asked when the first incident occurred.

Ms. Kirshbaum said she thought it occurred in the Fall 2018.

Chair Peskin said he thought it was October 2018 and asked if all four of those incidents had been reported to the CPUC.

Ms. Kirshbaum said she wasn't sure if all of them were reportable and said she would get back to the Board with an answer.

Chair Peskin asked if she meant to say "reportable" or "reported."

Ms. Kirshbaum said she meant both but didn't want to speculate on the answer.

Chair Peskin asked Ms. Kirschbaum to provide the Transportation Authority with information on safety-related incidents, including thresholds and timeliness requirements for reporting, parameters for reportable versus non-reportable incidents, whether all reportable incidents were actually reported, and details about those incidents and incident reports.

Commissioner Mar stated that the number of incidents of doors improperly closing and causing serious safety concerns to riders was more than the four mentioned. He shared that his wife recently had an incident with an LRV door rapidly closing on her as she entered the Siemens vehicle. He said he understood the importance of updating the fleet to improve reliability of the public transit system, but that reliability needed to start and end with public safety. Commissioner Mar said that the elderly woman who fell under the Muni train was reportedly a Sunset resident and that it was his responsibility as a member of the Board to protect his constituents. He stated that he was not in support of allocating additional funds for the vehicles until concrete answers

were provided to address the existing issues.

Chair Peskin asked why issues pertaining to wheel flattening, couplers and doors were not identified earlier after three years of ownership and nine months of testing and shared his disappointment that it took six months since the first incident before the SFMTA took measures to address the existing issues. He asked if the issues were under warranty and who would be paying for additional costs, like ambassadors and needing to run single car trains.

Ms. Kirschbaum said the SFMTA's immediate focus was answering the critical and complicated design questions. She said those answers would be used to identify what could be covered under warranty and the expectations of Siemens and the city.

Chair Peskin asked if SFMTA had any response as to why it took a half a year between the first incident and the most recent incident to inform the public and close the back doors.

Ms. Kirschbaum said the changes made were based on the information and facts that were in front of the SFMTA on Monday. She said SFMTA had been working to enhance the doors over the last several months, including the second sensitive edge. She added that while the second sensitive edge was not the only solution, the SFMTA needed to understand why the vehicles were passing the APTA standard but still having very concerning and practical problems.

Commissioner Walton asked if there was an update on the woman whose hand got stuck in the train door.

Ms. Kirschbaum said SFMTA did not have any information nor would be able to share an update for privacy reasons.

Commissioner Walton said the Board would not move forward with approving the allocation and asked what kind of contractual obligations the city had with Siemens.

Ms. Kirschbaum said she was hopeful that the key questions related to the shear pins and the doors would have a path forward in the next several months. She said the SFMTA was bringing in an outside expert to review those assumptions and ensure someone was asking tough questions from the outside.

Commissioner Walton said outside experts were not always needed and said it was important to identify what happens and what would the city would be liable for if the Board decided to not move forward with the procurement of new LRVs. He asked what SFMTA's alternate plans were to ensure the right fleet was selected to deliver service and keep constituents safe.

Ms. Kirschbaum said the most prudent course of action was to focus on the vehicle on hand and noted that in many ways it was exceeding the expectations of the current fleet. She said starting over would be an extreme solution, maybe as long as six years, with no guarantee that we wouldn't be facing similar challenges. In addition, she noted that an extensive process would mean relying longer on the Breda fleet, which had a limited lifespan.

Commissioner Walton said he was informed that Siemens doors may not be able to detect the hand of small children and said it was very troubling. He asked how the Siemens door sensors compared to the Breda fleet.

Ms. Kirschbaum stated that she takes the issue very seriously and SFMTA was making sure it understood how the Siemens vehicle would perform for all users. She said the APTA standard existed in part to add consistency to the testing process and that it required testing at multiple heights for costumers entering the vehicle. She said SFMTA's focus was to identify why the doors

were passing the APTA test but then not performing as expected.

Commissioner Fewer said the Board could not take a vote on the item without being informed about all existing issues. She noted that the SFMTA had not informed the Board of four documented incidents where riders were physically harmed. She asked if Siemens' safety track record was known and if the SFMTA looked at other jurisdictions that had purchased vehicles from Siemens, and the track records on those vehicles. She said it was important to also know where Siemens was acquiring the doors. She asked if it was correct that a passenger was once dragged and died under the wheels of a Breda LRV.

Ms. Kirschbaum said she did not want to speculate on the specific incident raised by Commissioner Fewer. She said the Breda fleet had not been immune to safety issues, and gave an example of a door problem that was opposite that of the Siemens doors, in which the doors would not reliably close. She added that the SFMTA was able to identify an electrical modification to the vehicle which coincidentally the Siemens car also had built into its design that would prevent the vehicle from moving if its door was improperly closed.

Commissioner Fewer requested a financial analysis on how much truing the wheels added to the cost of vehicles, as well as a separate line item that showed the cost of training and retraining operators. She said the Board was responsible for the people's money and needed to know all the facts before making a vote. Commissioner Fewer said that a higher level of transparency was necessary when voting on projects that cost tens of millions of dollars.

Commissioner Stefani said she was also shocked that she was not made aware of the safety incidents and said they erode people's faith in the transportation system and the Board. She asked if there was an update on the health status of the gentleman whose hand got stuck while holding onto a plastic bag that got trapped in the door.

Ms. Kirschbaum said she did not have that information but knew that he was transported to a hospital as a result of the incident.

Commissioner Stefani asked when the incident occurred.

Ms. Kirschbaum said she did not want to give misinformation but would follow up.

Commissioner Stefani asked if it happened before the video of the elderly woman being dragged under the Muni vehicle.

Ms. Kirschbaum replied in the affirmative.

Commissioner Stefani asked what the protocol was for reporting those types of incidents and which transportation oversight bodies received the reports.

Ms. Kirschbaum said the two primary bodies that rail collisions and rule violations were reported to included the CPUC and the National Transit Database (NTD). She added that the NTD was part of the federal Department of Transportation. She requested if she could provide a detailed response in writing to ensure an accurate response. She stated that every incident was reported to the SFMTA control center and the safety department determined which incidents to report, based on the regulations.

Commissioner Stefani asked if the incidents were reported to the SFMTA Board.

Ms. Kirschbaum said to her knowledge SFMTA staff did not report them to the SFMTA Board.

Commissioner Stefani requested information on what incidents were reportable.

Commissioner Yee emphasized the importance of operators learning how to use the other emergency braking mechanism without flattening the wheels and made a motion to continue the item.

Chair Peskin asked about the failure of two shear pins and the fact that SFMTA was not coupling trains.

Ms. Kirschbaum shared that a shear pin recently broke in service and was one of several redundant mechanisms that connected two parts of the coupler heads. She said the broken shear pin was immediately investigated and an additional broken shear pin was identified. As a result, out of an abundance of caution, the SFMTA was running one-car trains and looking at two potential causes: the metal composition of the pins as well as the lateral forces on the trains. She stated that there were no customers on board during the incident and two trains were not separated at any time.

Chair Peskin said the failing coupling and the need to close the back door of trains was disappointing in the face of being asked for \$63 million. He was also disappointed in Transportation Authority staff for failing to ask questions that could have identified the issues. Chair Peskin mentioned that he had raised issues regarding coupling at the April 9th Board meeting because he had been provided information from within SFMTA about a problem. Chair Peskin said that he knew people on the procurement team who recommended against the Siemens LRVs and people in the maintenance division who had let him know that the trains had been plagued with problems from day one.

Director Chang expressed the Transportation Authority staff's disappointment and expectation that any important issue be shared with them. She said it would have been difficult to ask questions regarding the LRV issues without having an indication that there was a problem. She stated that it was part of the Transportation Authority's job to ensure that quality assurance and quality control procedures were being performed by sponsor agencies and said she would be reviewing internal procedures with staff. Director Chang said Transportation Authority staff had only heard positive things about the vehicles and had been working hard to accelerate the funding of vehicles. She acknowledged the Board's message and shared disappointment. She proposed that an independent consultant be hired to help perform oversight and identify what happened in each case, effective fixes, and who would be responsible for subsequent costs.

Chair Peskin replied that the suggestions made by Director Chang would probably be the direction from the Board. He asked for clarification on the \$96,661 that was requested in the allocation for the warranty phase of the additional 68 LRVs to expand Muni's light-rail fleet.

Ms. LaForte said the \$96,661 requested was related to the 24 expansion vehicles that were part of the central subway project, and was essentially 'loose change' that had been identified during the Strategic Plan update rather than funding for a new scope of work.

Chair Peskin asked for confirmation that it was not being used to extend an existing warranty.

Ms. LaForte replied in the affirmative.

Chair Peskin asked how long the warranty period was for each one of the vehicles.

Janet Gallegos, SFMTA Project Manager, said the warranty was five years per vehicle.

Chair Peskin asked when the warranty for each vehicle began.

Ms. Gallegos said the warranty on a vehicle began when SFMTA conditionally accepted it upon placing the vehicle into service, after testing.

Chair Peskin asked how many of the 68 LRVs had been obtained by SFMTA.

Ms. Gallegos said 60 were on property and 50 had been conditionally accepted.

Chair Peskin asked if the 50 vehicles were conditionally accepted over time.

Ms. Gallegos replied in the affirmative.

Chair Peskin asked if the warranties start at different times and last for five years.

Ms. Gallegos replied in the affirmative.

Chair Peskin asked if SFMTA had made any claims pursuant to the warranty.

Ms. Gallegos replied in the affirmative and said SFMTA logged all issues. She added that there was a monthly failure review board that determined if warranty claims needed to be filed.

Chair Peskin asked if Siemens repaired warranty issues on site.

Ms. Gallegos replied in the affirmative and said Siemens had workers on site that addressed warranty issues.

Chair Peskin asked if the work was done timely.

Ms. Gallegos replied in the affirmative and said SFMTA and Siemens staff worked together to prioritize vehicles that needed to get back into service.

Chair Peskin asked if warranty issues lead to a savings clause and/or an extension of the warranty for that particular vehicle needing repairs.

Ms. Gallegos said there would be an extension of warranty if the part that failed needed to be replaced.

Chair Peskin requested that Transportation Authority staff or a consultant independently verify his line of questioning regarding warranty issues.

Commissioner Safai shared his frustration regarding SFMTA's failure to listen to areas of concerns that were brought to the Board's attention either through Commissioners or constituents. He also shared his frustration regarding drivers not being trained in the right manner when utilizing the LRV breaking system and questioned why the Board should continue to approve the purchasing of vehicles. He spoke against staff's suggestion to hire consultants to make an independent analysis. Commissioner Safai stated that vehicle funding should not be approved until the Board received answers.

Chair Peskin suggested that the SFMTA Board of Directors request a monthly report from SFMTA staff that provided statistics about collisions of all its vehicles.

During public comment Michael Wright stated that door sensors were placed in the wrong location and suggested that an electromagnetic strip be installed on all LRV doors to ensure they automatically open when obstructed. He said wheel flattening was due to the use of low-quality cast iron steel, which was causing tires to get flat without providing significant mileage or service. He lastly stated that running one-car trains would make it difficult to keep riders behind the yellow safety lines during rush-hour traffic.

Robin Kropp, reported feedback she received from a Muni LRV operator. She said the Muni operator suggested installing sensors on all LRV doors similar to the Bredas noting that only the central doors have them on the Siemens vehicles; bringing back rear view mirrors because the cameras on the new vehicles could not always provide visibility due to glare; and installing a

feathering break in the front, middle and back of the LRVs rather than just in the front of the Siemens LRVs as it allows the vehicles to slow gradually. She said she was informed that the machine that fixed flattened wheels was broken and shared the operator's request for more driver training and an independent hotline that allowed drivers to provide information and tips.

Herbert Weiner stated that the public was not provided the opportunity to provide feedback before the Siemens LRVs were put in operation. He asked that the Board not approve the allocation of funds.

A member of the public requested that the SFMTA install additional blue seating in the LRVs for riders with special needs and pull cords to make stop requests. She said the SFMTA was only doing the minimum requirements to comply with ADA regulations.

Bob Feinbaum stated that he sent a letter to the SFMTA on March 26th that identified many of the defects discussed by the Board but did not receive a response. He also mentioned that a public records request to the SFMTA yielded an inadequate response and suggested that the Board not approve the allocation request. He suggested that the SFMTA use in-line coupling which would allow for four-car trains in the subway.

Edward Mason asked for clarification regarding the 20 operation enhancements and 22 maintenance enhancements that were highlighted by the SFMTA at the April 9, 2019 Transportation Authority Board meeting. He asked for a full accounting of the enhancements listed in their presentation.

After public comment Chair Peskin asked the SFMTA if they could answer the question that a member of the public brought up relative to a broken machine that fixed flattened wheels.

Ms. Kirschbaum said there was a period of 10 days when the wheel truing machine had been broken, but it had since been repaired.

Commissioner Yee moved to continue Item 10 to the call of the Chair, seconded by Commissioner Mandelman.

The item was continued without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)

Chair Peskin called Item 11 and 12 together.

- 11. Central Subway Project - Construction Progress and Mitigation Program Update – INFORMATION**
- 12. Van Ness Avenue Bus Rapid Transit Project - Construction Progress and Mitigation Program Update – INFORMATION**

Jonathan Rewers, SFMTA Senior Manager of Budget, Financial Planning and Analysis & Building Progress Program Manager; Deanna Desedas, SFMTA Manager of Public Outreach and Engagement; Jorge Rivas, Interim Deputy Director of Neighborhood Development at the Office of Economic and Workforce Development (OEWD); and Phillip Pierce, SFMTA Public Affairs Lead, presented the item.

Chair Peskin thanked SFMTA staff for the presentation and their work done on the projects. He also expressed his concern that very few people impacted by the Van Ness project had been using the services provided through Office of Economic Work Development (OEWD), partially due

to the lack of outreach in advance. Chair Peskin asked SFMTA staff to give an update on the schedules for Van Ness and Central Subway projects.

Mr. Rivas presented his portion of the item. Mr. Rewers completed the presentation.

Chair Peskin asked SFMTA staff to provide an update on the Central Subway and Van Ness BRT projects.

Peter Gabancho, Van Ness BRT Project Manager (SFMTA), reported that since the last presentation report of 564 days of delay, there had been no additional delay to date. He further expounded that staff was working on recovering some of the delay and preparing for the next phase, attempting to get ahead of future challenges.

Chair Peskin asked for the schedule of final completion.

Mr. Gabancho answered June of 2021, which would put the BRT in revenue service later that summer.

Chair Peskin asked for an update on the Central Subway project.

Mr. Pierce addressed the Board on behalf of Albert Hoe for Central Subway project, answering that December of this year was still the targeted time for revenue service, and that the project team was working with the contractor to mitigate risks associated with the timeline.

Chair Peskin interjected on the project details, clarifying that Mr. Ho stated last time that the project would be completed, but not in revenue service by the December timeline. He wanted verification that at least project construction would be completed by the end of the year. Mr. Pierce confirmed.

During public comment, Michael Wright spoke on the lack of affordable housing development along Van Ness.

Vas Kiniris, executive director of West Portal Merchants and member of SFMTA's small business advisory group, expressed that merchants had positive experiences with SFMTA and OEWD staff during outreach efforts at West Portal.

Maryo Mogannam, President of the San Francisco Council of District Merchants Association, commended SFMTA staff efforts on outreach to merchants and encouraged staff to keep up with the merchant assistance programs.

Pedro Galleti, resident and business owner in West Portal, commented that the West Portal project was well-managed and ahead of schedule, with project managers communicating for several months ahead with business owners on the status of the project.

Carl Aguilar, resident and business owner in West Portal, thanked staff and expressed how important the outreach was, and that the West Portal project went better than many other projects. He also commented that more outreach and funding would be beneficial.

Herbert Weiner commented that the ambassadors did not really listen, and community meetings seemed like dog-and-pony shows. He asked that the Board to continue its diligence.

Maureen Stoss, resident and business owner in West Portal, commented that she had never seen the previous speaker at the community meetings, so was confused by his comments. Ms. Stoss expressed appreciation for the outreach efforts of SFMTA staff, including being on site the first day of construction and ensuring that barriers, etc. were moved. She said it was a big disruption to business, but that SFMTA's reaching out to help businesses prepare ahead of time for the

project impacts, allowed for smoother business flow despite disruptions, and the project was done safely and quickly.

Chair Peskin expressed his appreciation for the comments of West Portal business owners, but also commented that there was a magnitude of difference between West Portal and projects like Central Subway, which had been delayed over half a decade, and Van Ness which was slated for completion in June 2021. He also noted that the Board had many questions about the allocation of Educational Revenue Augmentation Funds (ERAF). He noted that the amount of revenue set aside was very little according to merchant needs, but it showed that the City cared about merchants' welfare.

Commissioner Haney commented that it was exciting to see real money put forth to help businesses. However, there were still businesses like one on 4th and Bryant street that was not being given enough advanced notice and expressed to him that they might not survive through the next several months. Commissioner Haney asked what was being done to offer real assistance to a business in that type of situation, rather than just outreach.

Mr. Rewers said that rather than emails going directly to Commissioner offices, ideally SFMTA staff would be able to address those types of issues beforehand, stating that the specific situation would be addressed and followed up with Commissioner Haney's office. Mr. Rewers explained that the reason the West Portal project had been presented was to demonstrate how effective good outreach in advance of the project could be, noting that since staff did not previously have the small business support toolkit in place, they were now playing catch-up on projects like Van Ness BRT and the Central Subway. He also stated that staff was attempting to figure out the triggers that would initiate small business assistance to direct them to OEWD services.

Commissioner Haney clarified that it seemed the specific business had been contacting city staff regularly after outreach, attempting to get assistance, but not getting the help they needed.

Mr. Rewers expressed concern over the lack of cleanliness and follow up, and that it was unacceptable on any project. He further stated that SFMTA staff would resolve the issue as quickly as possible.

Commissioner Fewer asked for clarification about the intended usage of ERAF funds being directly distributed for small business revenue mitigation, as opposed to outreach. She requested a list of businesses that were directly given funding to offset loss of revenue, as well how the \$5 million was disbursed.

Mr. Rewers answered that staff could give a report on Central Subway for which \$400,000 was slated for direct financial assistance. He asked the Board for clarification of whether the \$5 million was intended to be allocated to all projects across the city or made into a program, like the 2012 revolving loan fund approved by the Board of Supervisors at the time. Mr. Rewers further commented that with the current program, monetary assistance was offered only on high impact projects.

Commissioner Fewer responded that the businesses had been subjected to extended revenue loss of five years due to the delays of Central Subway project and were blocked from public access and may not even be able to open for operation. She repeated her request for the list of small businesses being given assistance using the \$5 million ERAF allocation.

Mr. Rewers agreed to follow up with the request.

Commissioner Mar expressed his appreciation for the presentation and ongoing dialogue about

small business mitigation. He asked about the preparation for the Taraval corridor and if staff had started cataloging businesses and their current economic health, as explained in the presentation.

Ms. Desedas answered that both SFMTA and OEWD staff would go door-to-door before construction to assess businesses' needs and help them prepare. First SFMTA staff would do a pre-construction survey, which would give OEWD the needed information to provide services to the small businesses.

Commissioner Mar asked for confirmation that staff would work with Taraval businesses and when construction would begin.

Ms. Desedas confirmed that the communication process had already begun but that the actual survey assessment would not begin for another month or two.

Mr. Pierce also commented that a lot of data had already been gathered on Taraval and construction was scheduled to start in July.

Commissioner Mar asked whether the mitigation goal of outreach to merchants at 65 percent design had been met.

Mr. Pierce explained some of the challenges in regard to coordinating timing construction activities with business activities were that actual construction may not follow plans on paper, but that a lot of previous outreach had been done as well to prepare for the changes.

Ms. Desedas added that with the Twin Peaks tunnel, last minute changes had to be made, but staff worked to mitigate them right away, and confirmed that 65 percent design was where staff would start.

Commissioner Mar asked which program tier the Taraval project would fall under, because it looked to be 24 months or longer.

Mr. Rewers explained that the metric was used to include the total amount of time a business would be disrupted, whether it was for a week or for the duration of the project. He added that the appropriate mitigation tool would be implemented based on the specific situation.

Commissioner Mar thanked SFMTA staff and looked forward to the follow-up on Taraval.

Commissioner Brown echoed Commissioner Fewer's comments about the \$5 million going directly to the businesses and stated District 5 currently had three construction projects that were affecting merchants. She said she was concerned with construction along Haight Ashbury and noted that merchants asked for a construction moratorium during the summer months since that is when they make the most money. She also asked for the percentage rate of loans and how long merchants had to pay them off.

Mr. Rivas said the funds for non- 'invest in neighborhood' areas was between seven to eight percent and businesses had ten years to pay off the loan.

Commissioner Brown said she had asked businesses in her district to provide proof of revenue loss, and reiterated that they needed monetary support as it's really about paying the rent, taxes, utilities, etc.

Commissioner Walton also echoed Commissioners Brown and Fewer comments on the resources going directly to the businesses, not consultants and administrative fees, stating that it should be a universal program for small businesses across that city to get financial mitigation support during

City construction. He asked for clarification on the type of monetary support being a loan.

Mr. Rewers confirmed it was true, if the business required that kind of cash flow.

Commissioner Safai also echoed Commissioners Fewer and Walton comments that the intention of the \$5 million funding was to mitigate businesses' loss of revenue. He noted that the revolving loan program has value and seems more relevant for stabilizing existing businesses against other forces in the city. He said he'd like to see the \$5 million in ERAF be used entirely for business revenue loss mitigation.

Commissioner Peskin concurred with Board Members' comments saying he thought the Board was unanimous on this and observed heads nodding in agreement; therefore he asked Transportation Authority staff to work with other city agencies to follow up on the Board's direction for the use of the ERAF funds.

Mr. Wright commented on the ethics of City funding management and the lack of housing for vulnerable communities.

Chair Peskin thanked OEWD and SFMTA staff and looked forward to resolving the issue.

Other Items

13. Introduction of New Items – INFORMATION

Commissioner Brown spoke on behalf of Commissioner Yee asking Transportation Authority staff to draft a resolution that expedited Vision Zero projects and a report back on strategies on streamlining implementation.

14. Public Comment

Michael Wright commented on the LRV wheel mechanical issues and homeless housing assistance.

15. Adjournment

The meeting was adjourned at 1:09 p.m.



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RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 659 (MULLIN) AND AN OPPOSE UNLESS AMENDED POSITION ON ASSEMBLY BILL 326 (MURATSUCHI) AND AN OPPOSE POSITION ON ASSEMBLY BILL 1112 (FRIEDMAN)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support positions on AB 659 (Mullin), an oppose unless amended position on AB 326 (Muratsuchi) and an oppose position on AB 1112 (Friedman); and

WHEREAS, At its May 14, 2019 meeting, the Board reviewed and discussed AB 659 (Mullin), AB 326 (Muratsuchi) and AB 1112 (Friedman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on AB 659 (Mullin), an oppose unless amended position on AB 326 (Muratsuchi) and an oppose position on AB 1112 (Friedman); and be it further

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

Attachment: Table 1

State Legislation – May 2019 **(Revised 05/10/19)**

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

Staff is recommending a new support position on Assembly Bill (AB) 659 (Mullin), a new oppose unless amended position on AB 326 (Muratsuchi), and a new oppose position on AB 1112 (Friedman), as shown in **Table 1**, which also includes a watch position on AB 1487 (Chiu). The Board does not need to take an action on legislation recommended to watch.

Table 2 provides updates on AB 147 (Burke), AB 1142 (Friedman), AB 1568 (McCarty), AB 1605 (Ting), Senate Bill (SB) 50 (Wiener) and SB 152 (Beall), 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
Oppose unless amended	AB 326 Muratsuchi D	<p>Vehicles: Motorized carrying devices.</p> <p>This bill would create a new class of vehicles, “motorized carrying devices,” as an electric-powered self-propelled device that does not transport a person, but is designed to transport a person’s property, and is controlled by a person in the immediate vicinity (within ten feet) of the device. It would authorize the use of a motorized carrying device on sidewalks and crosswalks. The motorized carrying devices would be required to yield to pedestrians and bicyclists, would be restricted to a speed limit of eight miles per hour, and would be required to have other safety features such as emergency breaking, lights, and reflectors. The author indicates his intent is to proactively create rules that allow the safe operation of these devices to facilitate pedestrian trips and create options for those who move with difficulty. The bill is sponsored by Piaggio Fast Forward, the creator of a mobile carrier that can follow a human operator or move autonomously through an environment previously mapped by the device.</p> <p>The bill would create a new vehicle class and prevent local governments from being able to manage the operation of these devices on sidewalks and in crosswalks. We recommend opposing the bill unless it is amended to authorize jurisdictions to enact regulations governing the local use of these devices. As of May 6, the bill unanimously passed Assembly Transportation Committee and has been referred to Assembly Appropriations.</p>

Recommended Position	Bill # Author	Title and Description
Support	AB 659 Mullin D	<p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p> <p>This bill would establish a competitive California Smart City Challenge Grant Program to encourage municipalities to incorporate advanced data and intelligent transportation system technologies and applications into their transportation planning efforts. The California Transportation Commission would be required to develop guidelines on or before March 1, 2021, informed by a new California Smart City Challenge Workgroup. As written, it would be funded by up to \$10 million from Proposition 1B state bond program, contingent upon appropriation in the annual budget act.</p> <p>The Transportation Authority currently has a watch position on the bill, but we are recommending a support position after additional discussion with the San Francisco Municipal Transportation Agency (SFMTA) and internally. The City's State Legislation Committee adopted a support position on the bill in April.</p>

Recommended Position	Bill # Author	Title and Description
Oppose	AB 1112 Friedman D	<p>Motorized scootersShared mobility devices: local regulation.</p> <p>As currently drafted,Recent revisions to this bill, <u>which is</u> sponsored by Bird, would authorize limit a local jurisdiction's authority ability to regulate <u>not just</u> scooter share operators <u>but all "shared mobility" operators including those of shared bicycles, electric bicycles, motorized scooters, electrically motorized boards, or other similar personal transportation devices.</u> This legislation would <u>prevent local regulations that include fees that by, among other things, requiring a scooter share operator to pay fees that do not</u> exceed the 'reasonable cost' [undefined] to the local authority of regulating the operator <u>and that would prohibit the local authority from imposing</u> 'unduly restrictive requirements' [undefined] on a scooter share<u>shared mobility</u> operator, <u>including any requirement that is more restrictive than those applicable to riders of personally owned similar transportation devices.</u> The bill would authorize a local authority to require a scooter share<u>shared mobility</u> operator to provide <u>certain types of the local authority trip</u> data for <u>all</u> trips starting for ending within its<u>the</u> jurisdiction, <u>but limited to what is specified in the bill of the local authority.</u> The bill furthermore finds that uniformity in regulation of motorized scooters and commercial scooter share programs and operators<u>shared mobility</u> is a matter of statewide concern rather than a municipal affair, <u>therefore preventing any additional local regulation beyond what is allowable under the language above.</u>—</p> <p><u>Without clarification about what a 'reasonable cost' or 'unduly restrictive requirement' means, it is difficult to determine how the bill would impact SFMTA's ability to continue its current regulatory activities across all shared mobility modes, or its ability to adjust or enact regulations in the future.</u> SFMTA has determined that <u>under AB 1112, current</u> requirements such as providing a specified level of service in communities of concern and providing low-income plans would likely be unenforceable. <u>The bill also may restrict SFMTA's current ability to cap the number of shared mobility devices available for use within the city. The parity provision would prevent SFMTA from imposing different requirements on operators deploying shared mobility devices for profit than personal users who are not using the devices for financial benefit.</u> Under the bill, SFMTA would not retain its ability to collect the level of data it currently uses to manage and evaluate the program. Additional amendments are expected to be in print soon, but the SFMTA doesn't anticipate that they will sufficiently address these concerns in conversation with the author about these concerns.</p> <p>The City's State Legislation Committee adopted an oppose position on <u>an earlier version of the bill that just applied to shared scooters</u> in April, at the request of SFMTA. Other opponents <u>of that version of the bill</u> included California Walks (unless amended) and the League of California Cities. Supporters included <u>Bird, Uber (if amended), the Sierra Club, and the Bay Area Council.</u></p>

Recommended Position	Bill # Author	Title and Description
Watch	AB 1487 Chiu D	<p>San Francisco Bay area: housing development: financing.</p> <p>Building on the outcomes from the recent CASA effort, this bill would establish the Housing Alliance for the Bay Area (HABA), a new regional entity serving the nine Bay Area counties to fund affordable housing production, preservation and tenant protection programs. It would authorize HABA to place unspecified revenue measures on the ballot, issue bonds, allocate funds to the various cities, counties, and other public agencies and affordable housing projects within its jurisdiction to finance affordable housing development, preserve and enhance existing affordable housing, and fund tenant protection programs.</p> <p>The question of who will govern the new entity has been a focus of discussion locally and at the state level. The original language split membership between local representatives and Governor appointees. A subsequent amendment provided that HABA would be governed by a board composed of an unspecified number of voting members from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and be staffed by MTC. The most recent amendment removed MTC and ABAG from the bill and, for the time being, does not specify how HABA would be governed or staffed.</p>

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

Adopted Positions	Bill # Author	Title and Update
Support	AB 147 Burke D	<p>Use taxes: collection: retailer engaged in business in this state.</p> <p>This bill was sponsored by California State Treasurer Fiona Ma, and was intended to establish a set of tax collection rules consistent with the recent South Dakota v. Wayfair decision, whereby the U.S. Supreme Court established that states may charge taxes on purchases made from out-of-state sellers, even if the seller does not have a physical presence in the taxing state.</p> <p>On April 25, 2019, the Governor signed this bill into law, to take effect immediately. We will work with the Office of the Treasurer & Tax Collector to determine the impact of the bill on the local Prop K transportation sales tax revenues. Statewide, the California Department of Tax and Fee Administration estimates that the bill will result in annual net state and local revenue gains of \$297 million in FY 2019/20 and \$462 million in FY 2020/21.</p>
Support if Amended	AB 1142 Friedman D	<p>Regional Transportation Plans.</p> <p>This bill would revise the required indicators that must be addressed by regional transportation plans (such as Plan Bay Area) to include the number of trips provided by transportation network companies (such as Uber and Lyft) if appropriate data is available, and to include measures of policies to increase transit usage, such as transit frequency, parking facilities near transit, and availability of microtransit options to supplement existing public transit.</p> <p>A previous version of the bill would have also created a pilot grant program for projects that reduce vehicle miles traveled to support the planning and development of sustainable communities, but this was deleted from the recent version of the bill. We originally recommended supporting the bill if it was amended to identify lack of transit-supportive land uses and lack of safe pedestrian and bicycle access as barriers to transit usage, which are not currently included. Our Sacramento advocate is in contact with the author's office to convey our concerns.</p>
Watch	AB 1568 McCarty D	<p>Housing law compliance: prohibition on applying for state grants.</p> <p>Coauthored by Senator Wiener, a prior version of the bill would have required 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.</p> <p>As amended, the bill would instead prohibit a local jurisdiction from applying for state grants after January 1, 2025, other than certain fuel taxes and fees protected by the California Constitution, if it is determined to be out of compliance with the state's Housing Element Law. This law requires that all cities and counties engage in detailed planning for their fair share of housing, as determined through the Regional Housing Needs Assessment process, in the housing element of their comprehensive plan.</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 San Francisco Board of Supervisors to implement a pilot 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>We are planning to make an amendment to the bill that would clarify that while the Board of Supervisors would be granted the authority to implement the reservation program, the SFMTA would maintain their existing jurisdictions over traffic control devices, parking enforcement, etc. We are working with the SFMTA and City Attorney's Office to finalize the language.</p> <p>The San Francisco Board of Supervisors unanimously adopted a resolution of support for AB 1605 on April 16. On April 22, the bill was successfully passed out of the Assembly Transportation Committee. On May 2, the bill passed off the Assembly Floor. It will be heard next at the Senate Transportation Committee. We continue to work with our legislators in Sacramento, Commissioner Stefani's office, and local agency partners to advance the bill.</p>
Watch	SB 50 Wiener D	<p>Planning and zoning: housing development: incentives.</p> <p>On May 1, this bill was substantially amended as a compromise with the authors of a competing bill, SB 4 (McGuire and Beall) that shared the intent of increasing statewide housing production but was more limited in the scope of what would be allowed to proceed under a streamlined local approval process. SB 50 now differentiates between counties under 600,000 in population and those over, with lower allowable height and density waivers in smaller counties and cities. However, fourplexes in any jurisdiction would be approved by right under most conditions. New exemptions were also introduced for coastal zones, fire hazard severity zones, and legislatively-adopted historic districts. The definition of high-frequency bus service that triggered the streamlining process was reduced from fifteen-minute headways to ten-minute headways. Finally, the bill provides additional protections for sensitive communities by allowing implementation to be delayed until 2026.</p> <p>The Planning Department is working to analyze the impact of these recent changes, but after an early review staff anticipates the reduction in required bus frequencies will shrink the areas identified as having high-quality transit, balanced with making fourplexes eligible for streamlined permitting by right throughout the city. Eligible sensitive communities, primarily in the southeast part of the city, would also be allowed to defer implementation for an additional five years.</p>

Support	SB 152 Beall D	<p>Active Transportation Program.</p> <p>Sponsored by the MTC, the prior version of this bill would have delegated project selection for 75% of state Active Transportation Program to Metropolitan Planning Agencies (MTC for the Bay Area), with 15% available for small/rural regions, and leaving the remaining 10% to be administered by the California Transportation Commission (CTC) as a statewide competitive program.</p> <p>To address concerns from bicycle and pedestrian advocacy organizations that want to see a more robust statewide program, the bill has been amended the distribution to 60% for regions, 15% for small/rural areas, and 25% for the statewide competitive program, with a requirement that the CTC consider geographic balance in its grant awards. It also would require additional transparency on how disadvantaged communities are defined at the regional level, and additional reporting requirements for how disadvantaged communities perform in the project selection process.</p> <p>In April, the City's State Legislation Committee adopted a support position on the bill. The bill passed out of the Senate Committee on Transportation and has been referred to Appropriations.</p>
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Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status ¹ (as of 5/7/2019)
Support/Sponsor	AB 1605 Ting D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Senate Transportation
Support	AB 40 Ting D	Zero-emission vehicles: comprehensive strategy.	Assembly Transportation
	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.	Chaptered
	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Assembly Appropriations
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Assembly Floor
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Senate Appropriations
	SB 152 Beall D	Active Transportation Program	Senate Appropriations

Support if Amended	AB 1142 Friedman D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Senate Transportation
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Assembly Transportation
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Assembly Transportation

¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature.



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RESOLUTION ALLOCATING \$663,500 IN PROP K SALES TAX FUNDS, WITH
CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$663,500 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Traffic Calming and Pedestrian Circulation/Safety, and Bicycle Circulation/Safety; and

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Howard Street – Embarcadero to 3rd Street [NTIP Capital] project requires an amendment to the Bicycle Circulation/Safety 5YPP to reprogram funds from two other projects to fund the current request as described in Attachment 3 and the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$663,500 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget amendment to cover the proposed actions; and



WHEREAS, At its March 27, 2019 meeting, The Citizens Advisory Committee considered the subject and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Bicycle Circulation/Safety 5YPP for the SFMTA's Howard Street – Embarcadero to 3rd Street [NTIP Capital] project, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$663,500 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19
5. Prop K/Prop AA Allocation Request Forms (2)

					Leveraging				
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
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	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. 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.
39	SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital]	\$ 390,000	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.
TOTAL			\$663,500	

¹ See Attachment 1 for footnotes.

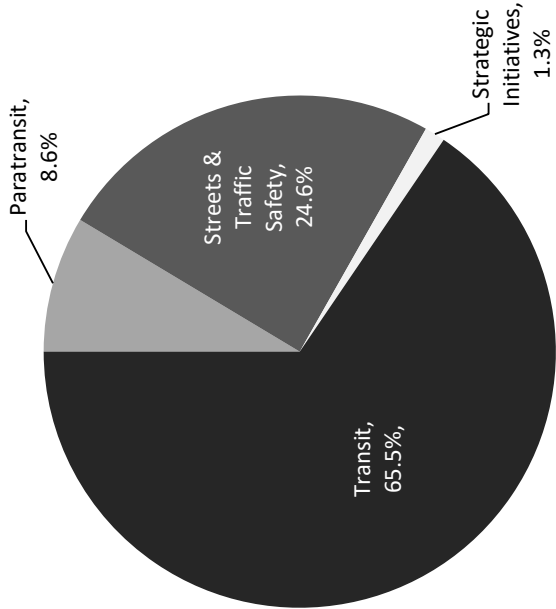
Attachment 4.
Prop K Allocation Summary - FY 2018/19

PROP K SALES TAX

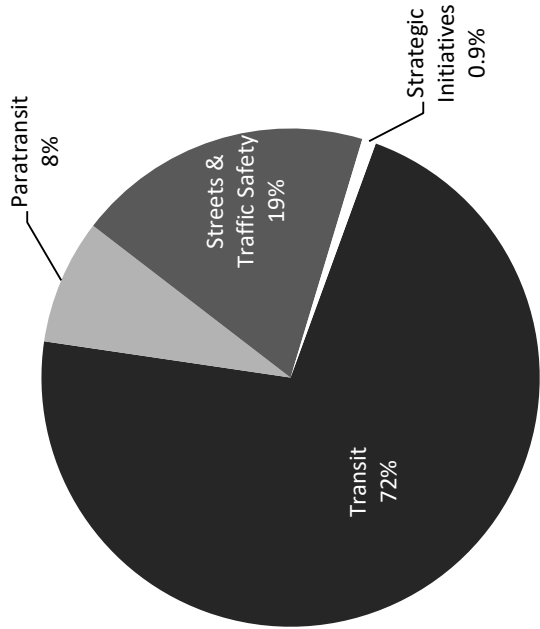
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 87,268,475	\$ 33,882,699	\$ 29,434,670	\$19,463,931	\$3,918,112	\$569,063	\$ -	\$ -
Current Request(s)	\$ 663,500	\$ 61,650	\$ 476,750	\$ 125,100	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 87,931,975	\$ 33,944,349	\$ 29,911,420	\$ 19,589,031	\$ 3,918,112	\$ 569,063	\$ -	\$ -

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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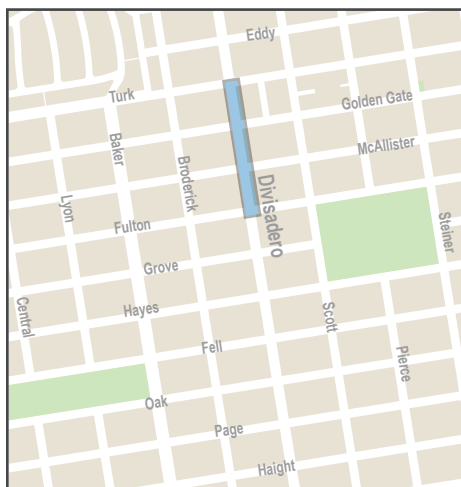
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
CR

CONTACT INFORMATION

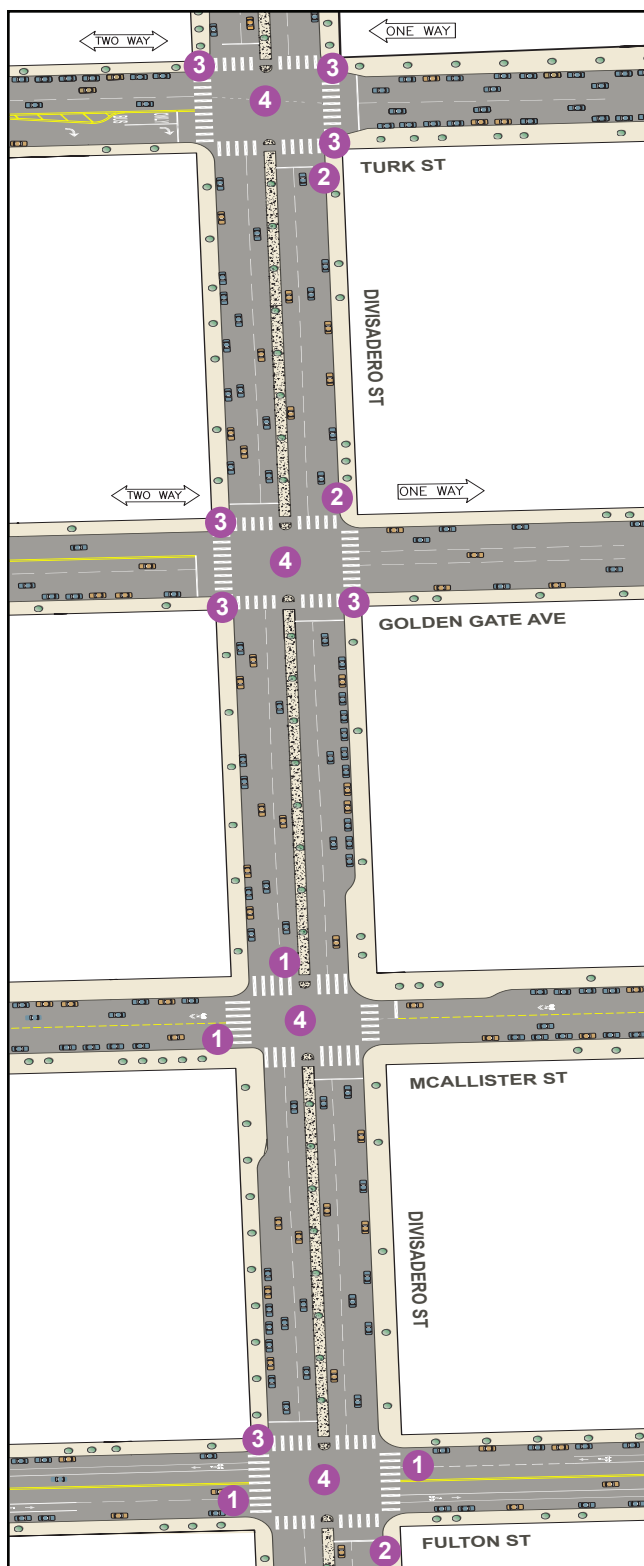
	Project Manager	Grants Manager
Name:	Shayda Haghgoo	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-2673	(415) 646-2520
Email:	shayda.haghgoo@sfmta.com	joel.goldberg@sfmta.com

TURK TO FULTON STREETS



PROPOSED IMPROVEMENTS

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

**Turk Street**

(resize 6 signal heads)

Golden Gate Avenue

(resize 4 signal heads)

McAllister Street

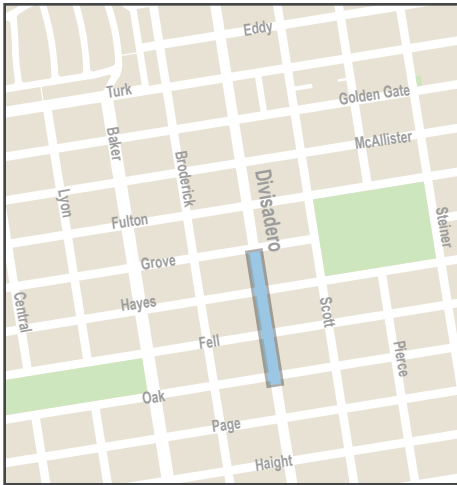
(resize 9 signal heads)

Fulton Street

(resize 8 signal heads)

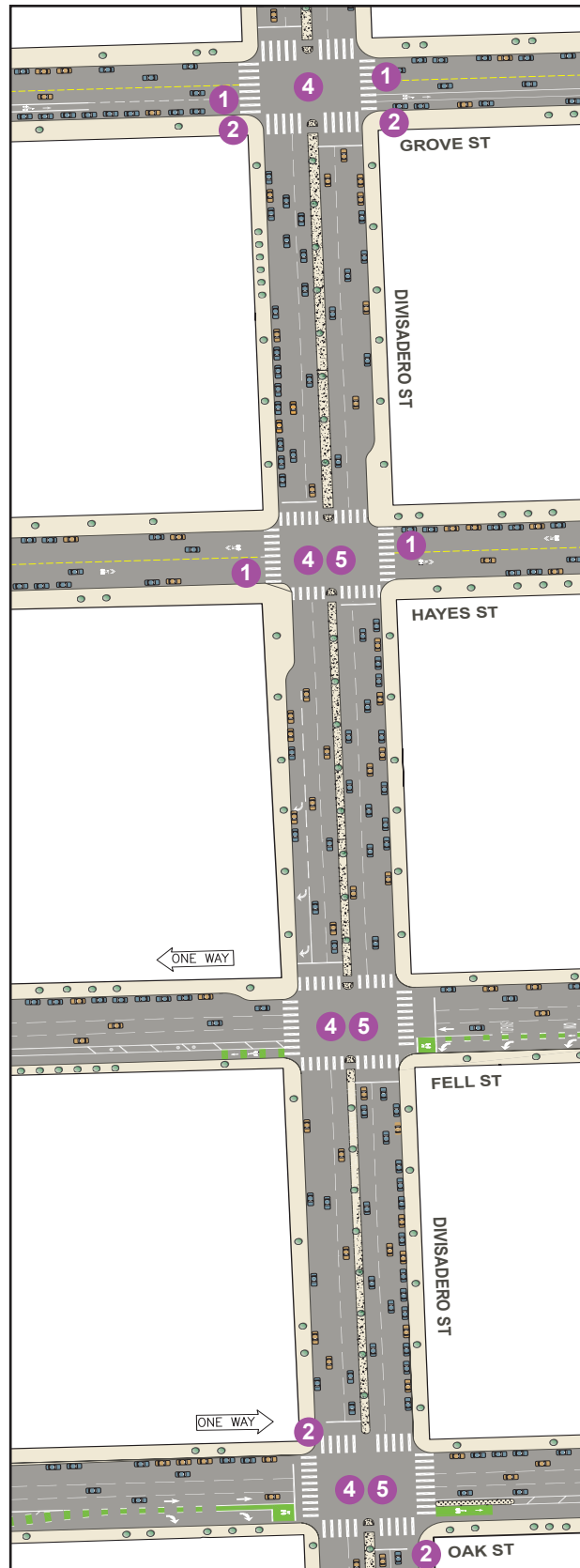
DIVISADERO CORRIDOR IMPROVEMENTS - SCOPE

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)

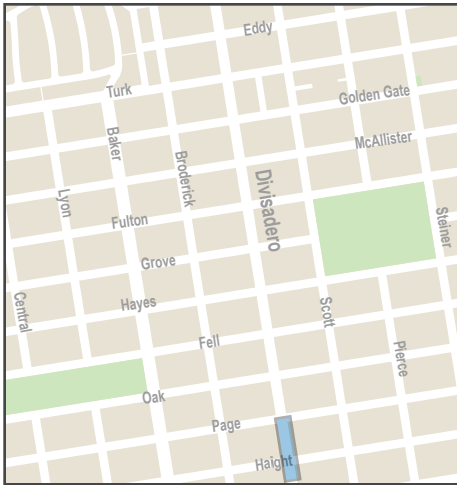
Fell Street

(resize 5 signal heads)

Oak Street

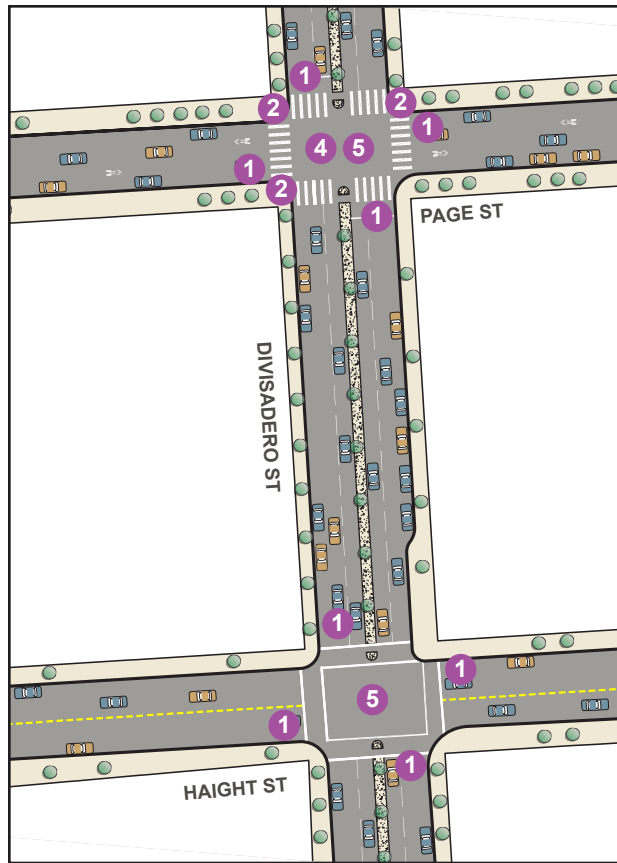
(resize 3 signal heads)

PAGE TO HAIGHT 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

**Page Street**

(10 new signal heads)

Haight Street

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
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CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Joel C Goldberg
Title:		Grants Procurement Manager
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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
SFMTA	Innovative Treatments	CON	Programmed			\$0			\$0
SFMTA	Innovative Treatments	CON	Programmed				\$0		\$0
SFMTA	Innovative Treatments	CON	Programmed						\$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 [N'TIP Capital]	CON	Allocated		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [N'TIP Capital]	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Valencia Bikeway Implementation Plan [N'TIP Planning]	PLAN	Allocated				\$145,000		\$145,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [N'TIP Capital]	CON	Allocated				\$100,000		\$100,000
ANY	N'TIP Placeholder	ANY	Programmed					\$289,000	\$289,000
SFMTA	Battery and Sansome Bicycle Connections [N'TIP Capital] ¹	CON	Allocated					\$200,000	\$200,000
SFMTA	Howard Street - Embarcadero to 3rd Street [N'TIP 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 [N'TIP]	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 [N'TIP]	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	2018/19

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 Neighborway 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 Neighborway: 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).

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.



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>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>	<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>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the 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 5

CAC POSITION

The CAC was briefed on this item at its April 24, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

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

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



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RESOLUTION OF SUPPORT FOR EXPEDITING DELIVERY OF VISION ZERO SAFETY PROJECTS AND PRIORITIZING SAFETY OVER TRAFFIC FLOW AND PARKING WHEN DESIGNING FOR STREET IMPROVEMENTS

WHEREAS, Vision Zero is San Francisco's policy and commitment to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives, with the goal of zero traffic deaths in the city by 2024; and

WHEREAS, Every year in San Francisco, about thirty people lose their lives and over 500 people are severely injured while traveling on city streets; and

WHEREAS, Ten people have been killed in traffic deaths in San Francisco in the first three months of 2019, including six pedestrians, one bicyclist, one person riding in a motor vehicle, and two motorists; and

WHEREAS, Recent fatal crashes underscore the need for quick action; and

WHEREAS, Achieving Vision Zero requires a commitment to expedite all safety projects in San Francisco, both on and off the High Injury Network, which is the thirteen percent of San Francisco's streets that account for 75 percent of the city's severe traffic injuries and fatalities; and

WHEREAS, City [Charter Section 8A](#) includes the [Transit-First Policy](#), which states that decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety; and

WHEREAS, San Francisco agencies with responsibility for implementing street safety projects, including the San Francisco Municipal Transportation Agency (SFMTA), should enable expedited project delivery on the High Injury Network through:



- Efficient planning, design and piloting implementation of project concepts to support timely completion of safety improvements;
- Robust and timely community outreach and engagement, as part of the planning, design and piloting processes;
- Streamlined project approval processes as necessary (e.g., Transportation Code amendments or other modifications to the legislative process);
- Identifying necessary resources for staffing and funding; and

WHEREAS, To meet the Vision Zero goal, the SFMTA must prioritize traffic safety over traffic flow and parking when designing for street improvements; now therefore be it

RESOLVED, That the Transportation Authority hereby urges the SFMTA to expedite delivery of Vision Zero safety projects to eliminate traffic deaths and severe injuries on San Francisco streets; and be it further

RESOLVED, That the Transportation Authority hereby urges the SFMTA to prioritize traffic safety over traffic flow and parking when designing for street improvements; and be it further

RESOLVED, That the Transportation Authority will work with the SFMTA to identify funding, if determined to be necessary, to ensure that the necessary resources for expedited project delivery are available; and be it further

RESOLVED, That the Vision Zero Committee shall request that the SFMTA provide quarterly reports to track the delivery of top priority safety projects; and to report on the identification, implementation and effectiveness of strategies to facilitate faster implementation of Vision Zero projects.



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

RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action None. This is an information item. SUMMARY 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.	<input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
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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.

Agenda Item 7

The budgetary fund balance is generally defined at 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 was included in the CAC agenda packet for its April 24 meeting. The CAC will consider adopting a motion of support of the item at its May 22 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

Preliminary 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:

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

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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 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

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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.

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

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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 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-

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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.
- **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.

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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 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.

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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.
- 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

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Preliminary Fiscal Year 2019/2020 Annual Work Program

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.
- 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.

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- **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 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.

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Preliminary Fiscal Year 2019/2020 Annual Work Program

- **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)	\$ 291,827	\$ (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%
Other Revenues	45,919	51,635	45,980	(5,655)	-11.0%
Total 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%
Debt Service	120,644,154	33,622,628	22,314,250	(11,308,378)	-33.6%
Total Expenditures	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



San Francisco
County Transportation
Authority

Revised April 24, 2019

Transportation
Authority Board of
Commissioners

TIMMA:
Treasure Island Mobility
Management Agency

EXECUTIVE DIVISION

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

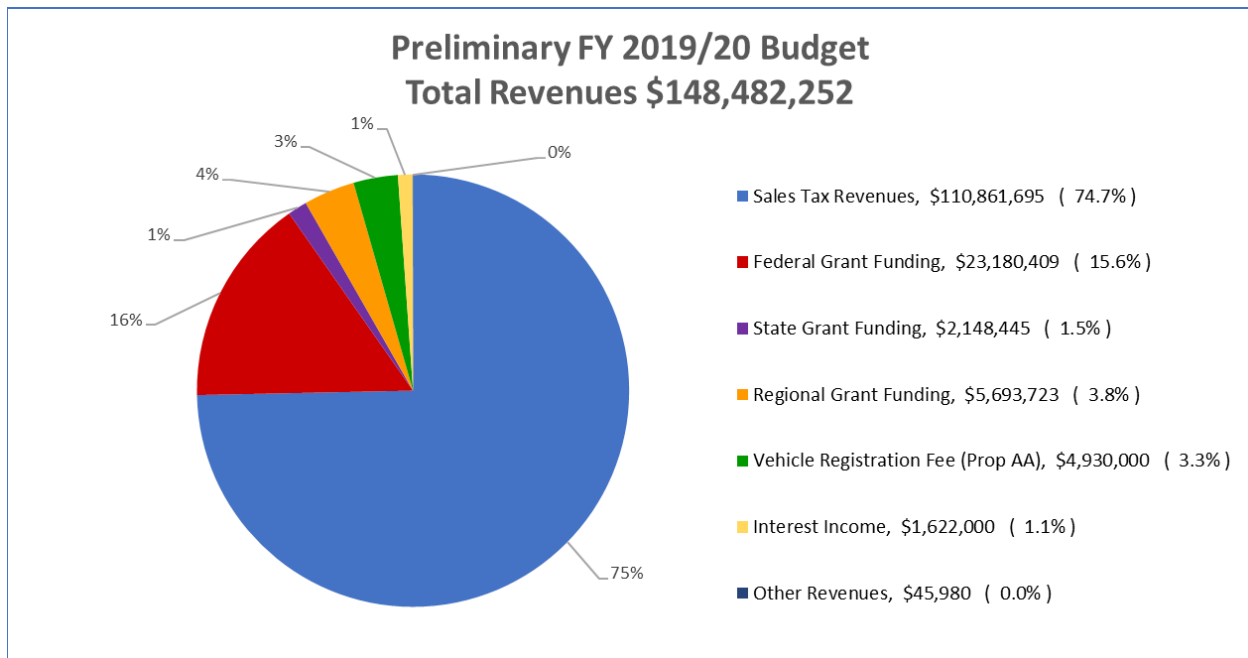
10
TOTAL
POSITIONS

Attachment 6
Line Item Descriptions



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

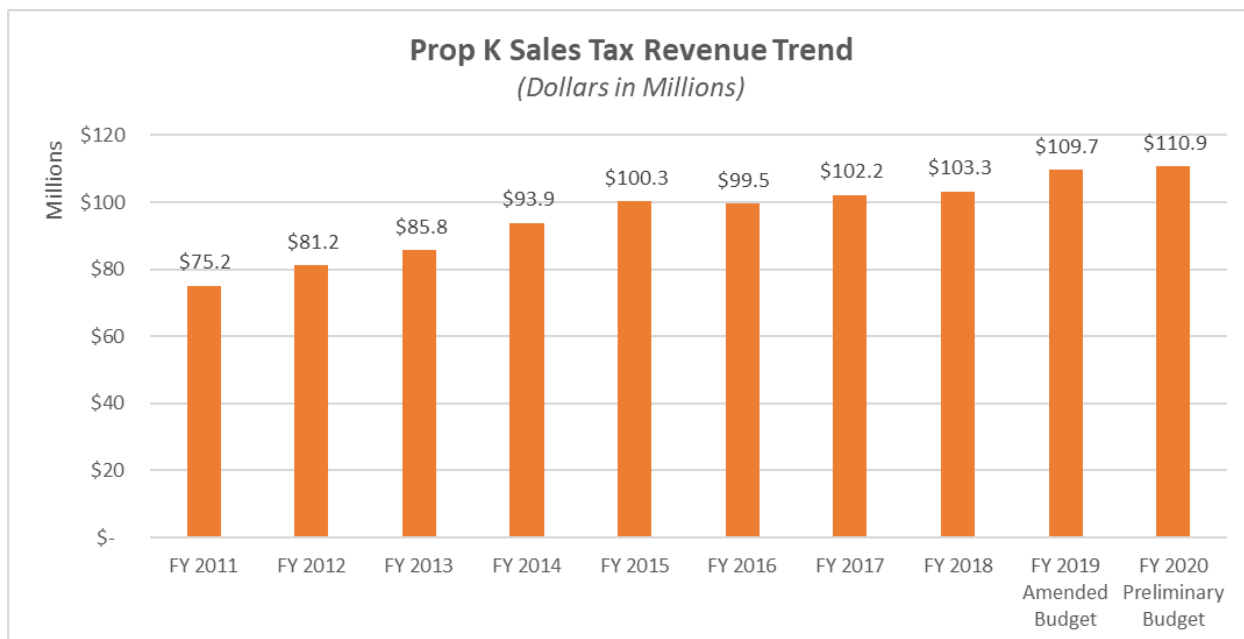
On November 4, 2003, 74.79% of San Francisco voters approved Proposition K (Prop K), the imposition of a retail transactions and use tax of one-half of one percent in the City and County of San Francisco and the funding of the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 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.

Attachment 6
Line Item Descriptions



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



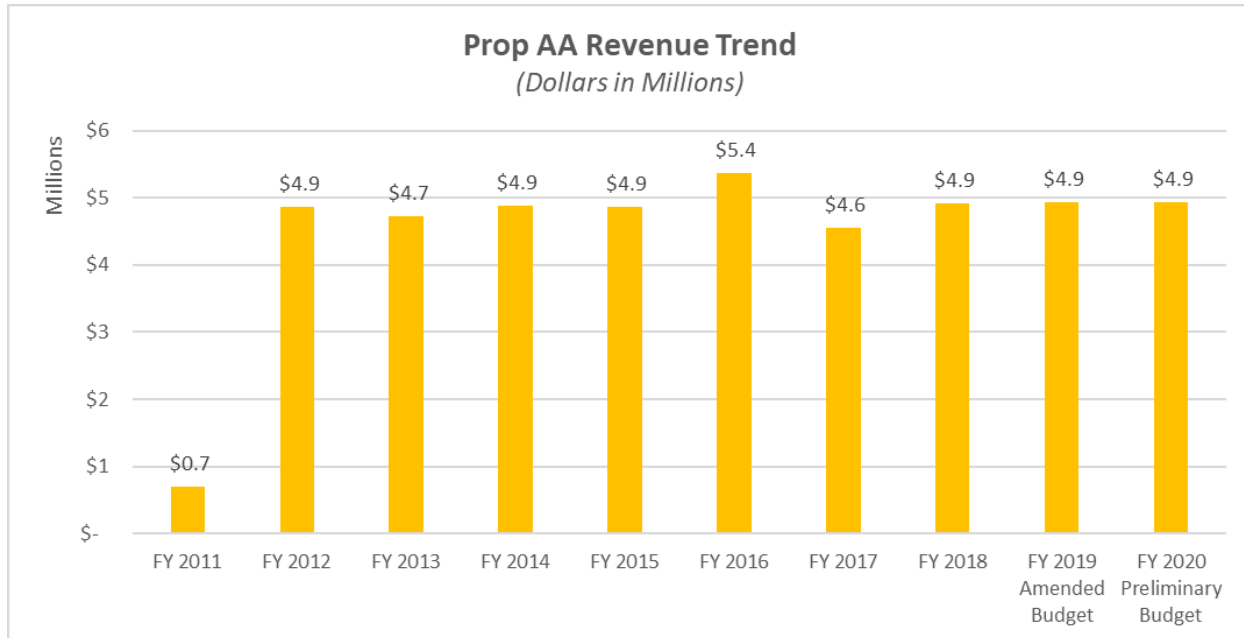
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues:
.....\$4,930,000

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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Line Item Descriptions



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

Most of our investable assets are unspent proceeds from the Sales Tax Revenue bonds deposited in U.S. Bank. 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 amount 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 decrease in the 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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Line Item Descriptions



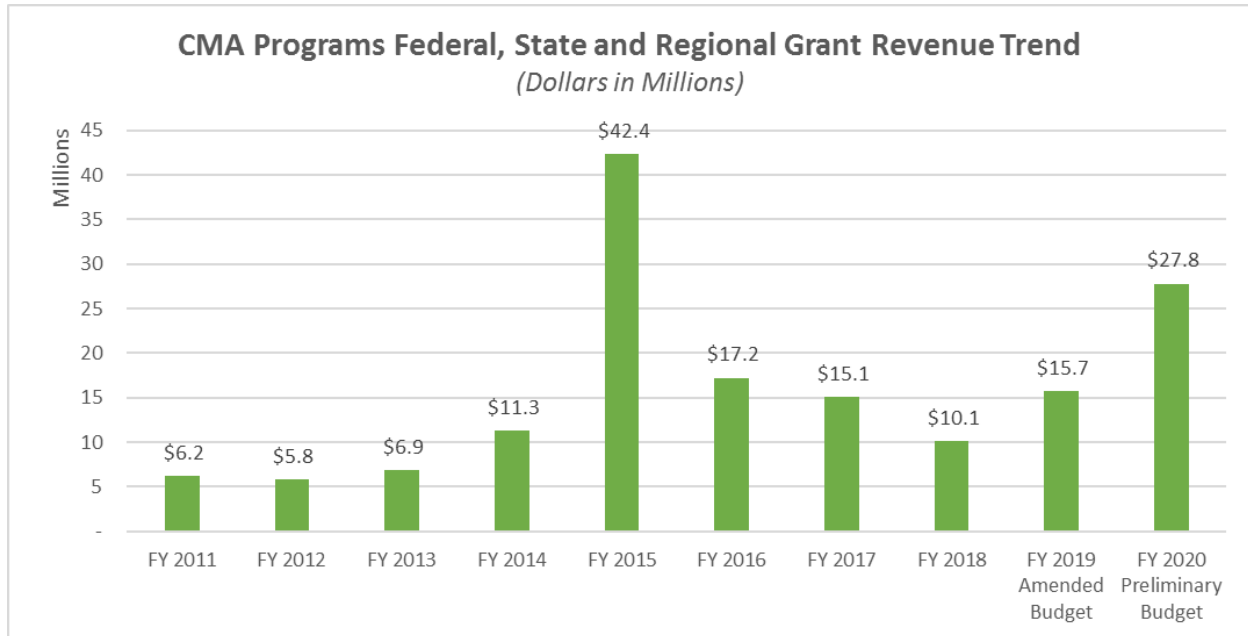
establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

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.

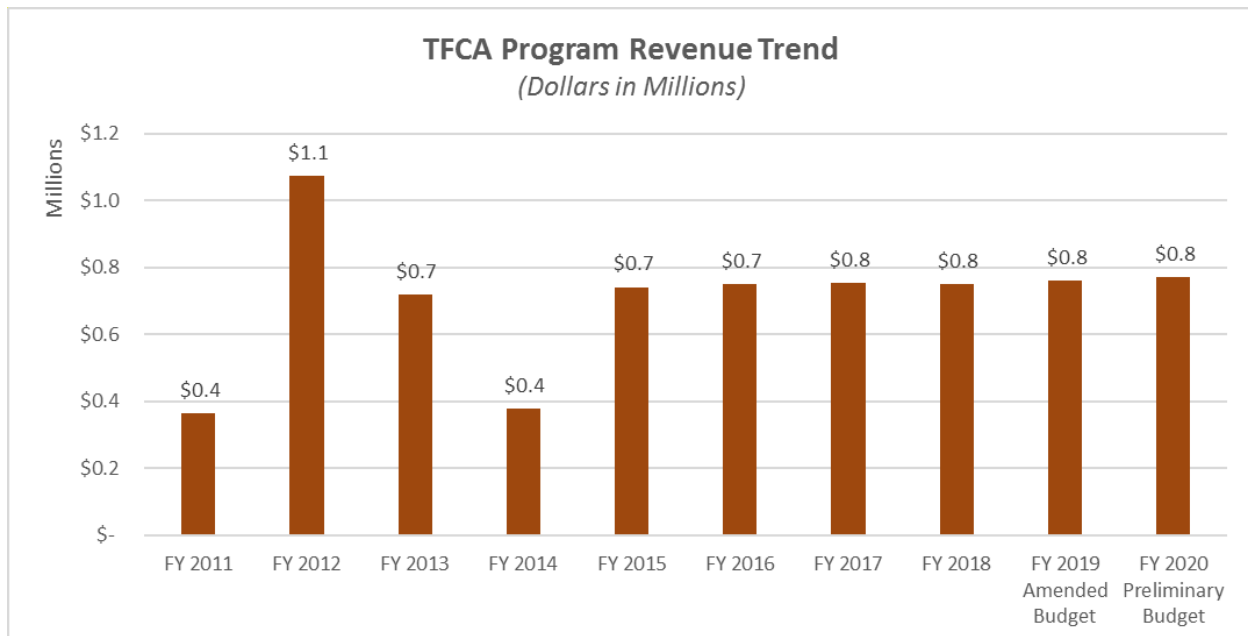
The chart below reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

Attachment 6
Line Item Descriptions



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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Line Item Descriptions



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

We are 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 that we, in our capacity as the Congestion Management Agency, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our 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 our agency 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

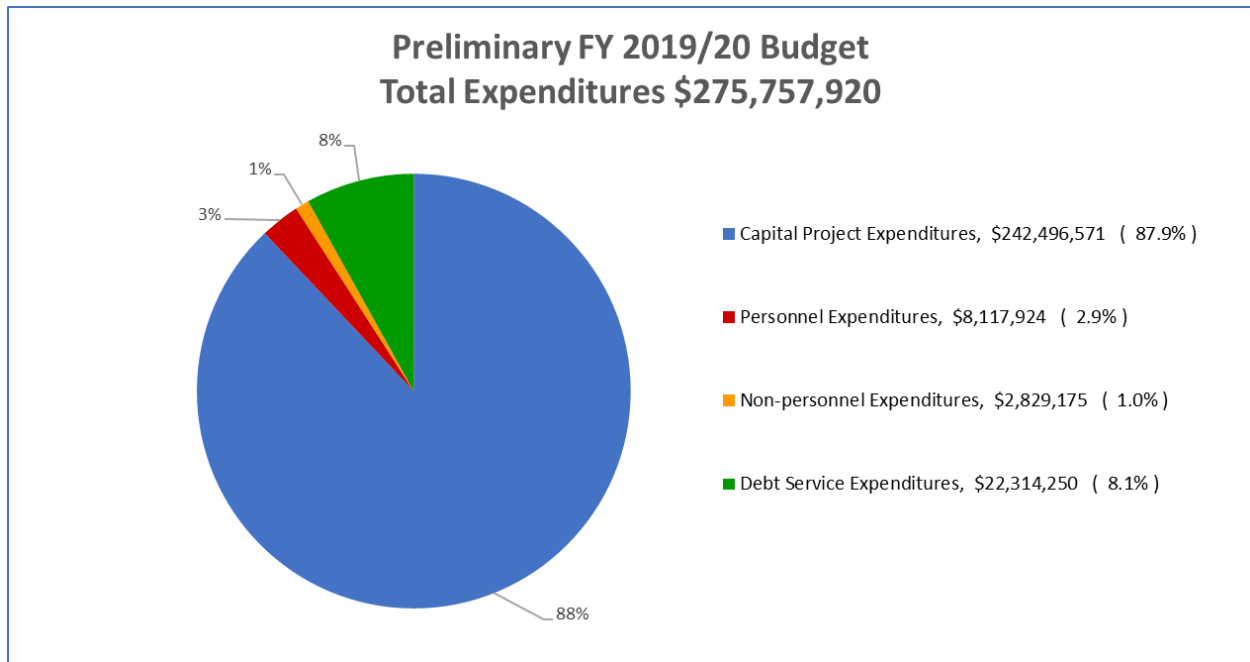
Other revenues budgeted in FY 2019/20 include revenues from the sublease of our office space.

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.

Attachment 6
Line Item Descriptions



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.

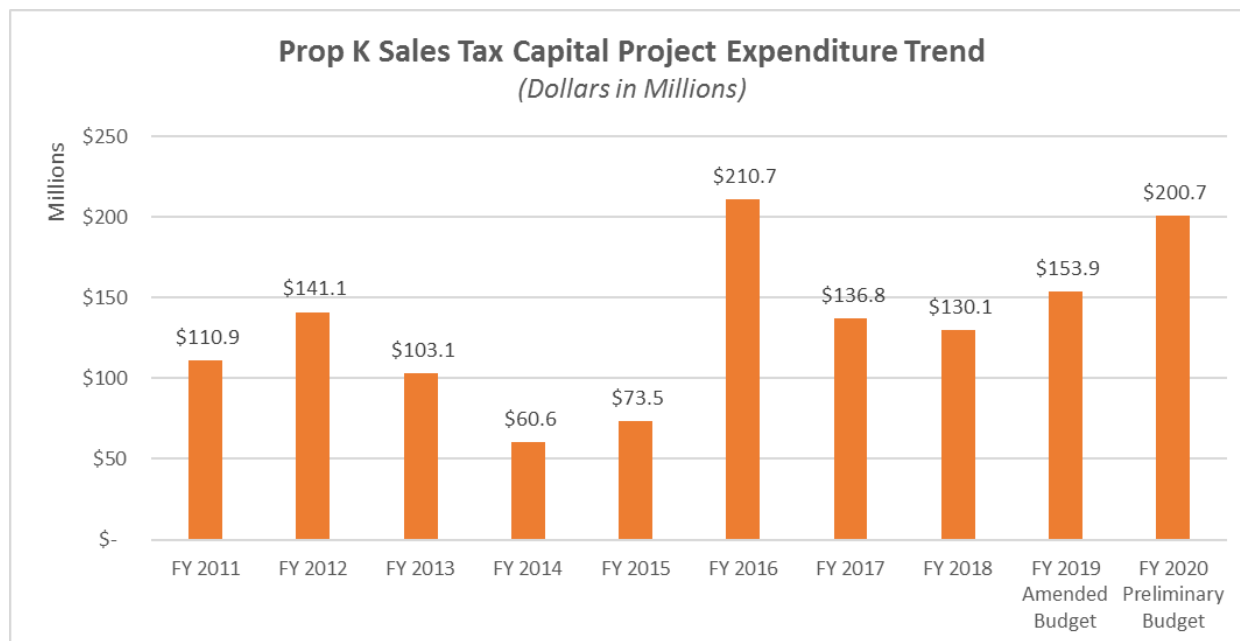
Sales Tax Program Expenditures:..... \$200,734,927

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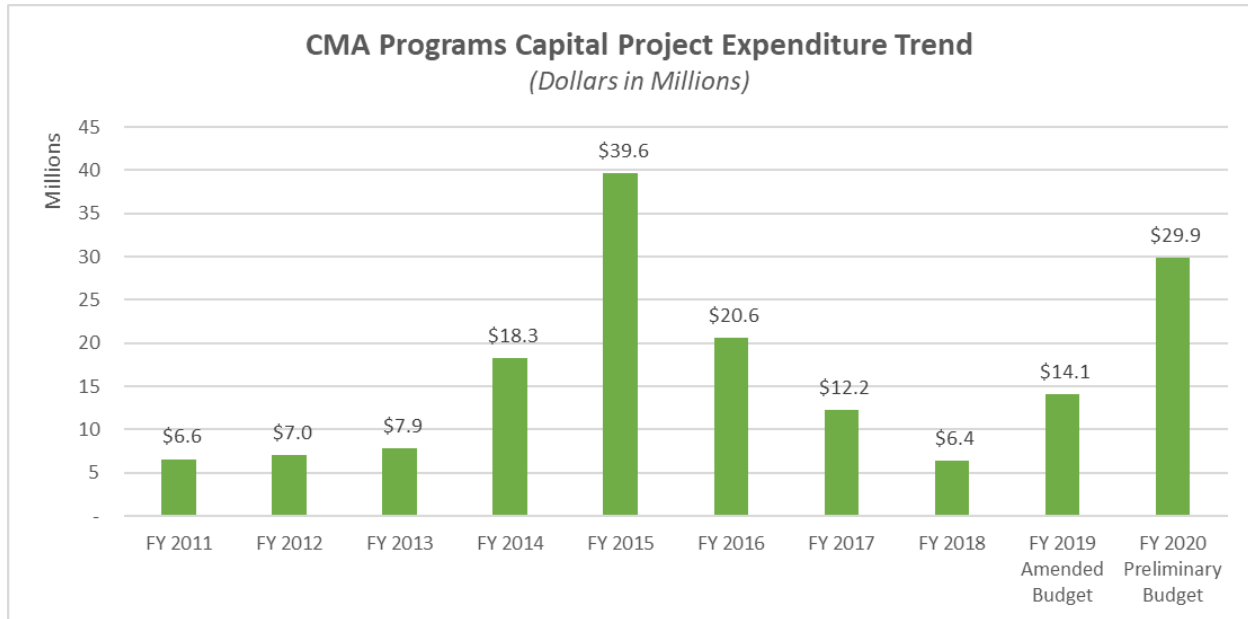
CMA Programs Expenditures:..... \$29,869,867

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.

Attachment 6 Line Item Descriptions

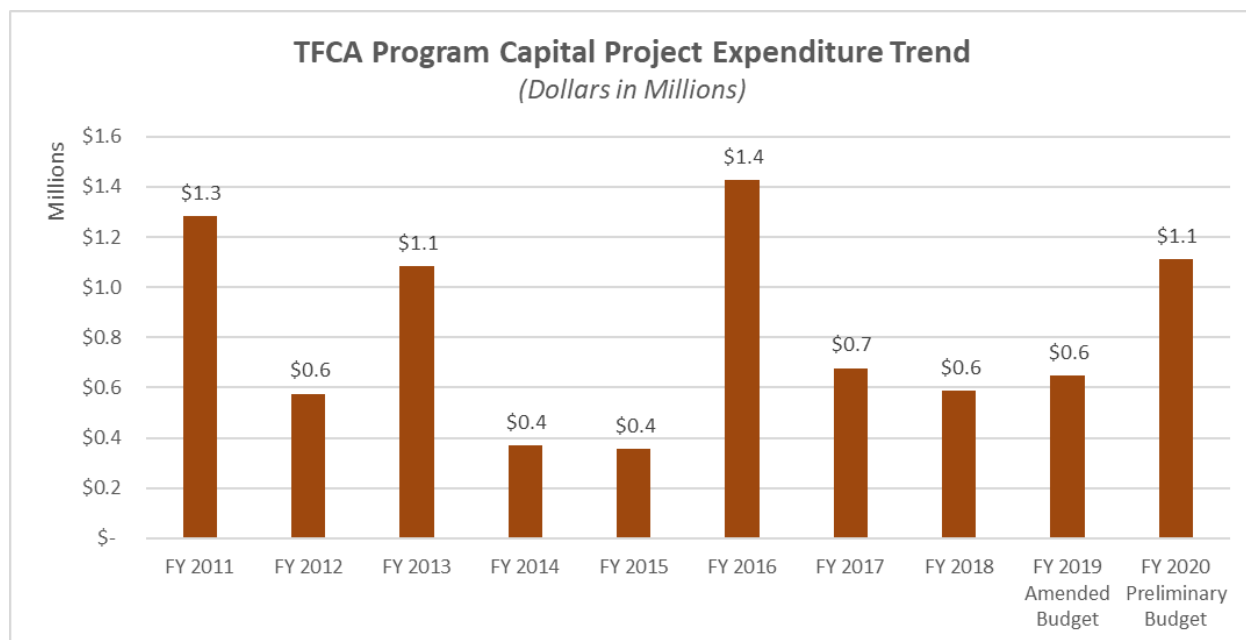


TFCA Program Expenditures:..... \$1,110,104

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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Line Item Descriptions



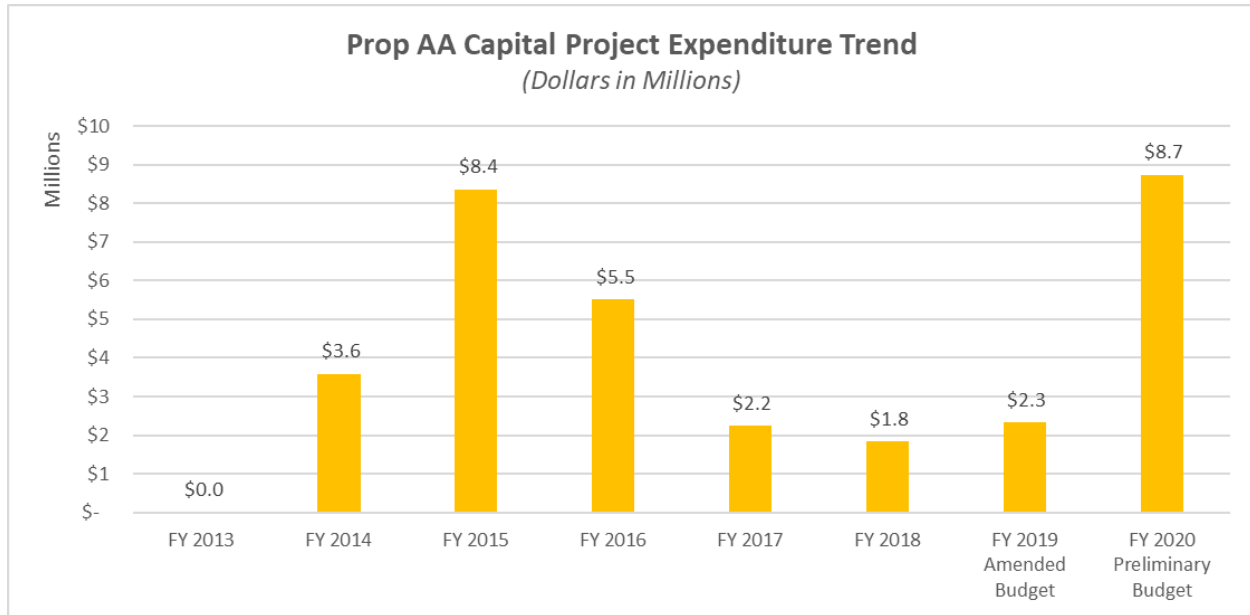
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures:
.....\$8,738,768

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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Line Item Descriptions



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 State Street and U.S. Bank National Association and the full balance is currently available to draw upon for Prop K capital project costs. 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 our debt program. This results in a decrease of \$11.3 million in debt service expenditures in FY 2019/20 as compared to the prior year since there are no loan repayments anticipated this 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 drawdowns 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.



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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>
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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

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.

CAC POSITION

None. This is an information item that was included in the agenda packet for its April 24 meeting.

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**



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

José Cisneros, Treasurer

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 *

	Current Month		Prior Month	
<i>(in \$ million)</i>	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.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
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.

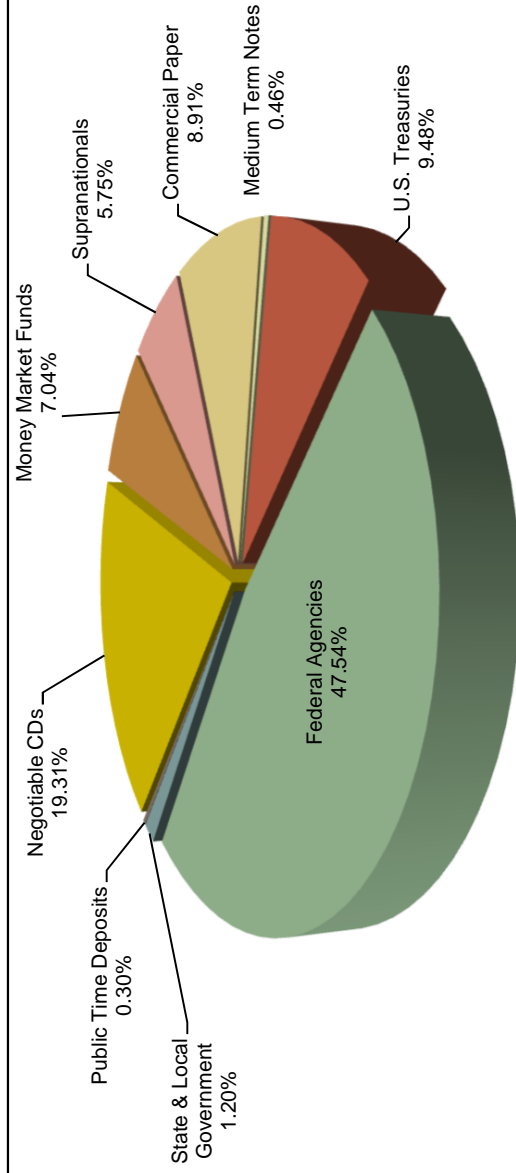
City and County of San Francisco

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

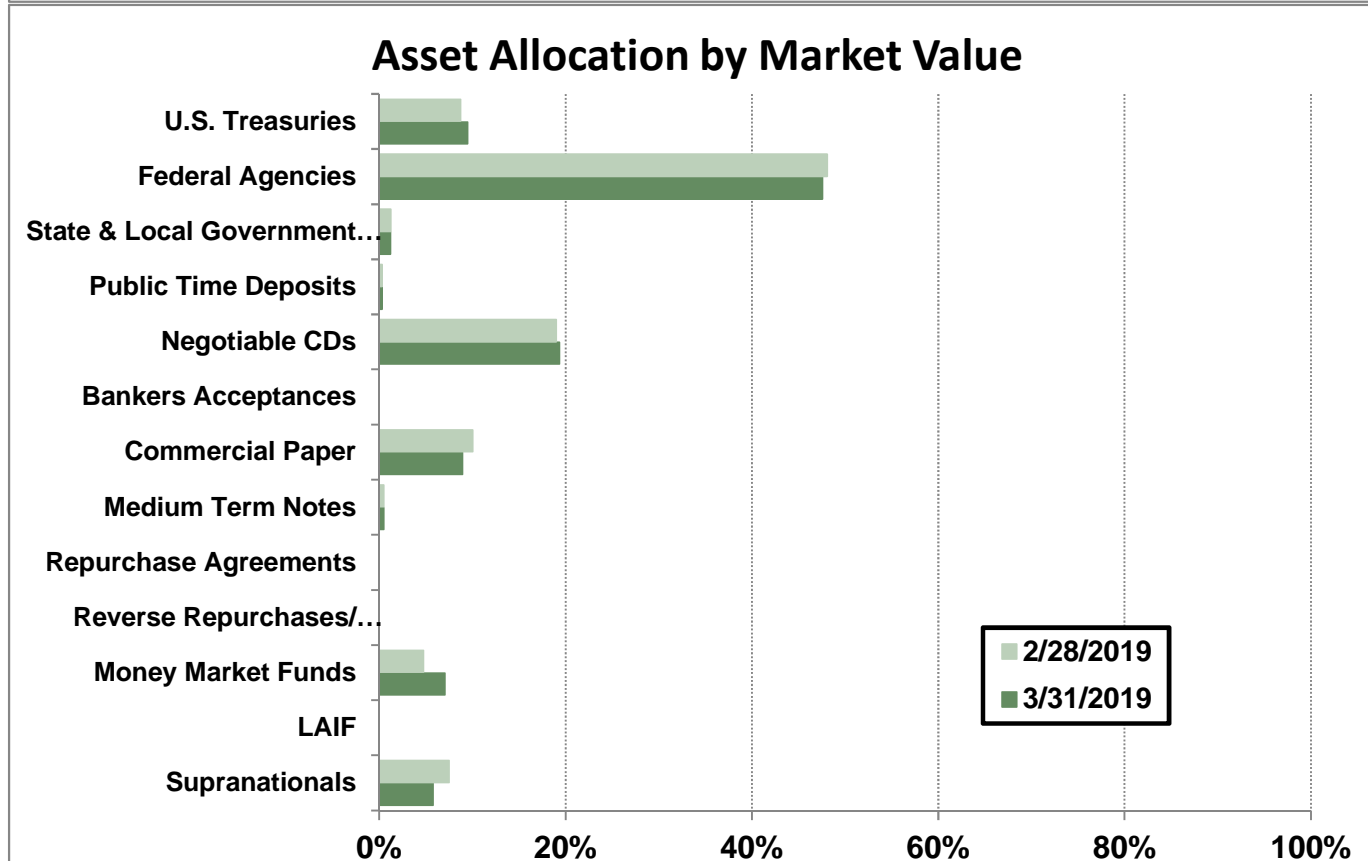
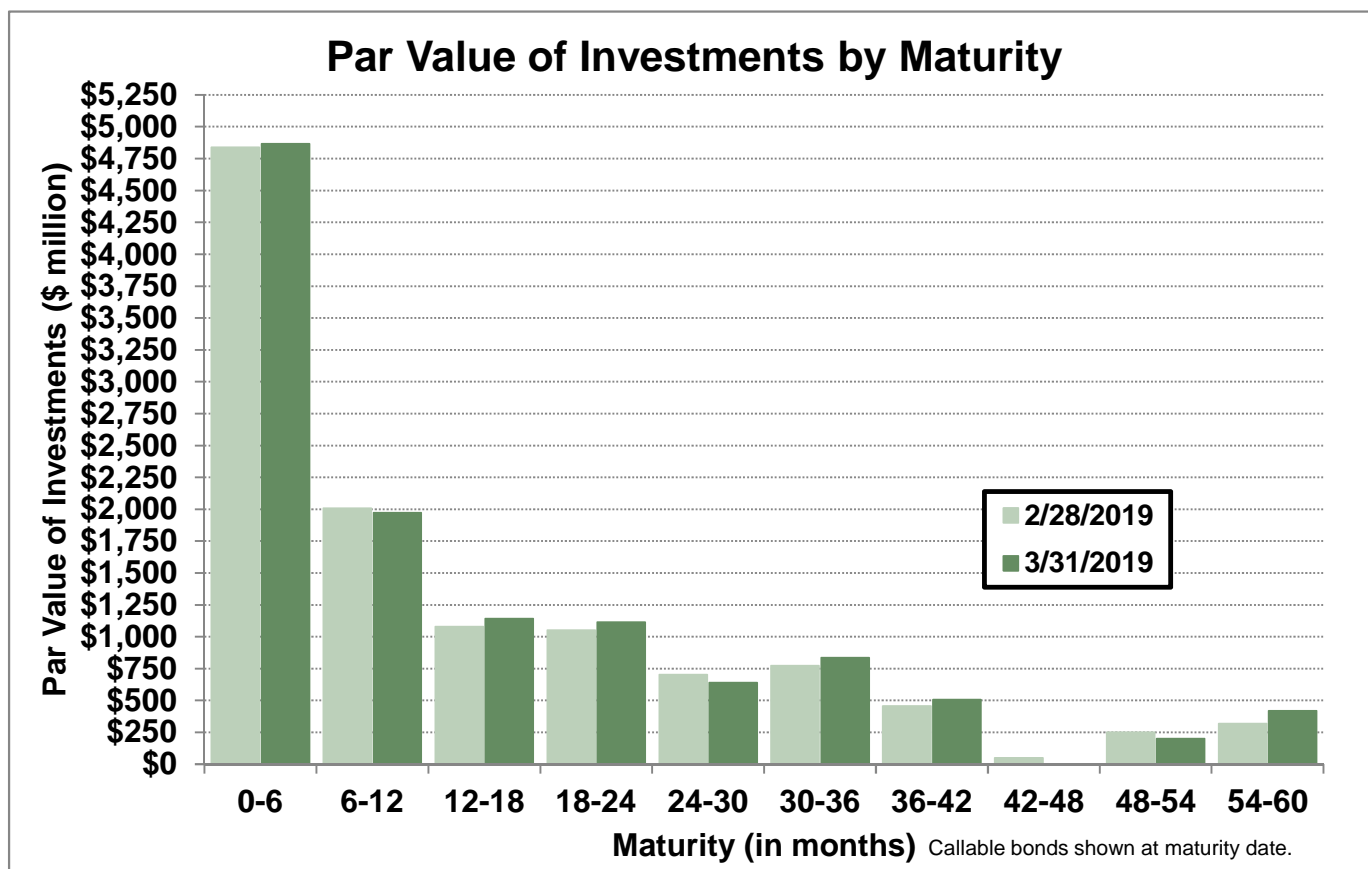
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	1,110.0	\$ 1,100.6	\$ 1,103.1
Federal Agencies		5,544.9	5,540.8	5,530.7
State & Local Government				
Agency Obligations		140.1	141.7	139.9
Public Time Deposits		35.2	35.2	35.2
Negotiable CDs		2,270.0	2,270.0	2,246.8
Commercial 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

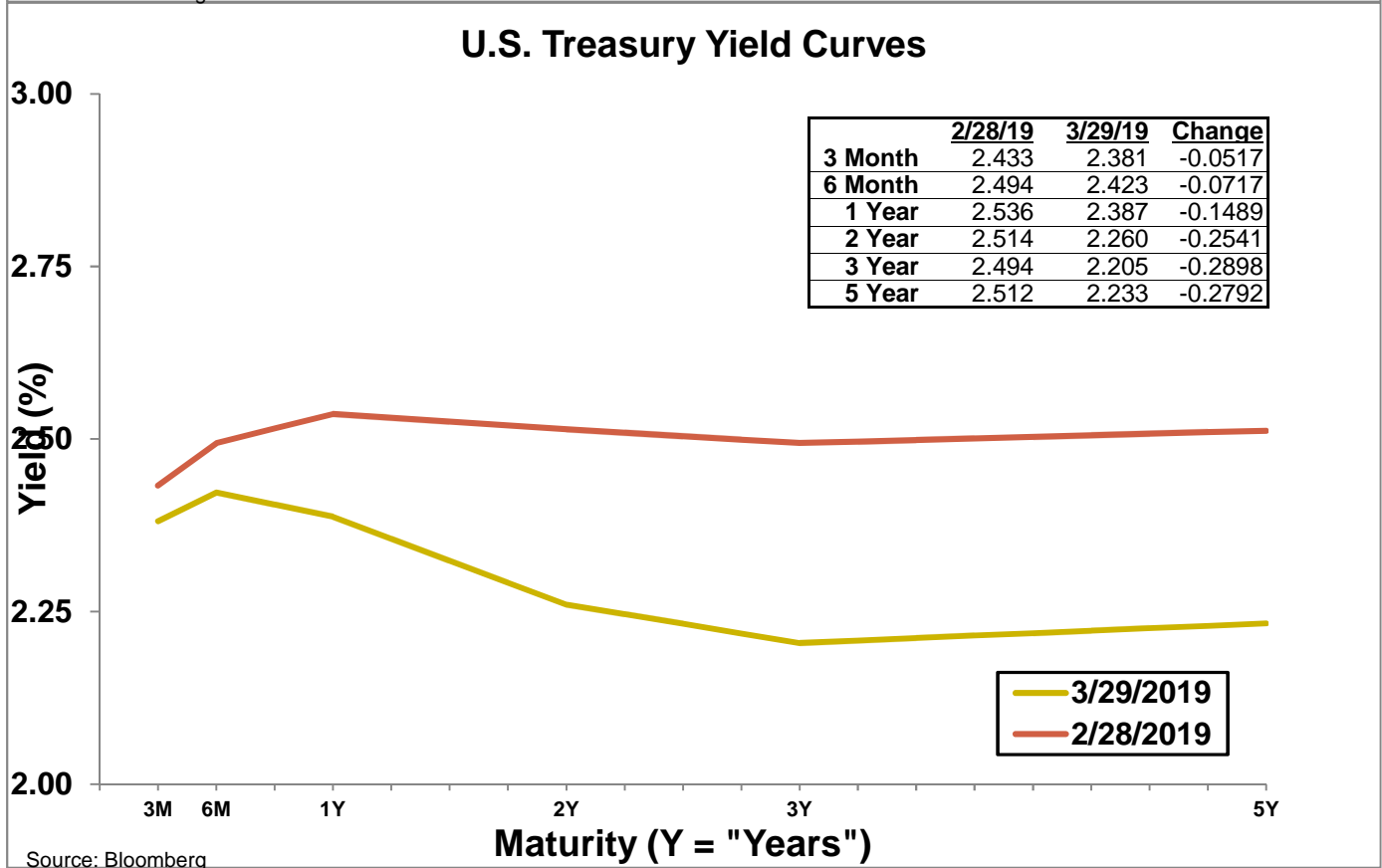
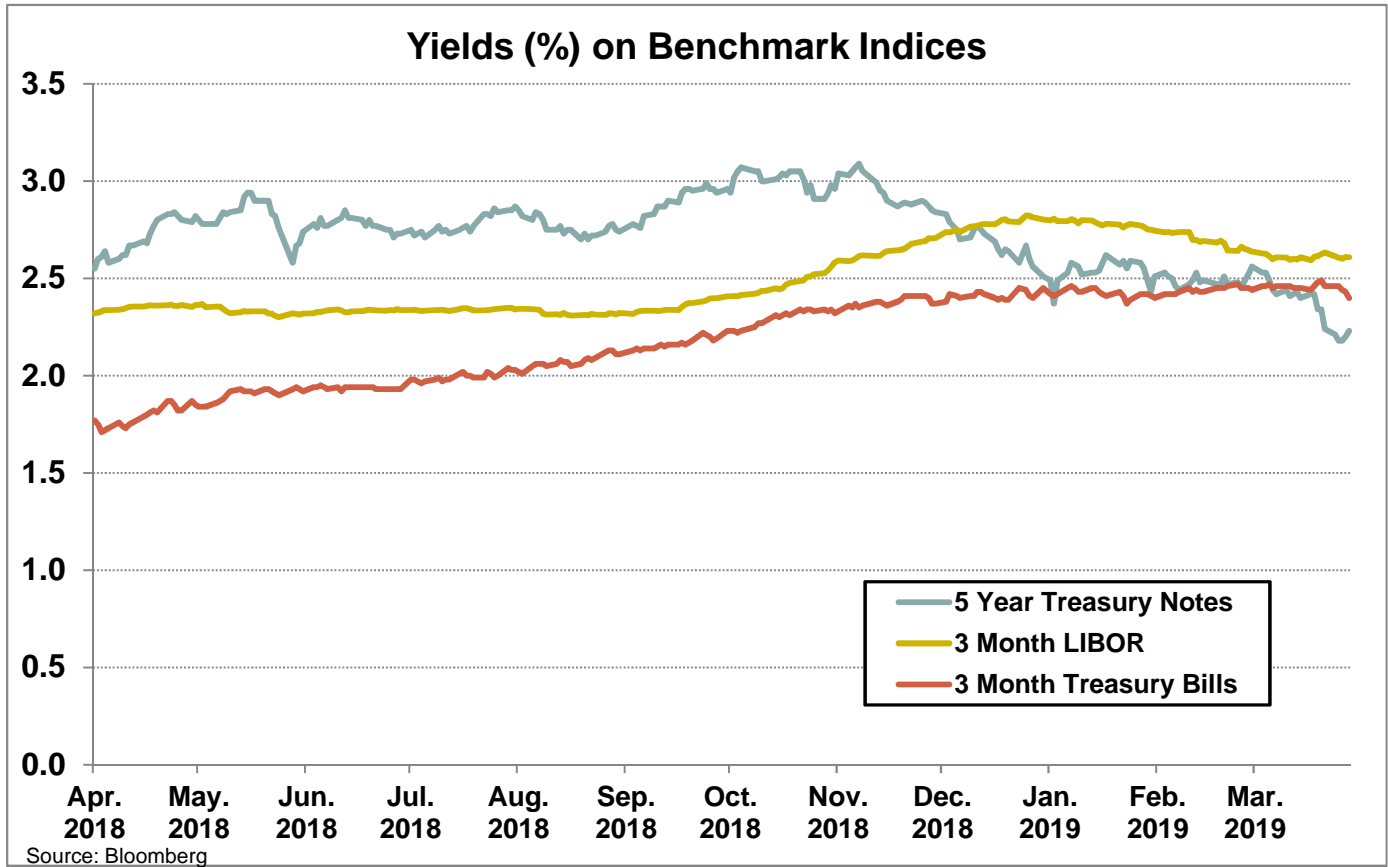


Asset Allocation by Market Value

Portfolio Analysis

Pooled Fund





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	\$	\$	\$	\$
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	50,000,000	49,982,422	49,992,895	49,464,500
U.S. Treasuries	912828XU9	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	9128283Q1	US TREASURY	3/4/2019	1/15/2021	2.00	50,000,000	49,618,925	49,507,386	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	\$	\$	\$	\$
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	5/28/2019	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 FARM CREDIT 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 FARM CREDIT 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 FARM CREDIT 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	5,886,387	5,968,387	5,967,180
Federal Agencies	3130A8Y72	FEDERAL HOME LOAN BANK	4/19/2018	8/5/2019	0.88	24,000,000	23,545,596	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

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	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	3130AQJ92	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	3130AOJ92	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	3130AQJ92	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	3133EJUL1	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	3130ADN32	FEDERAL HOME LOAN BANK	2/9/2018	1/24/2020	2.42	25,000,000	24,995,700	24,997,998	25,007,250
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	5/17/2017	3/13/2020	2.13	50,000,000	49,908,500	49,960,500	49,860,500
Federal Agencies	3133EHNZ6	FEDERAL FARM CREDIT BANK	9/20/2017	3/20/2020	1.88	15,710,000	15,843,849	15,755,049	15,623,909
Federal Agencies	3133EJHL6	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	3136G3TK1	FANNIE MAE	3/27/2018	3/27/2020	2.38	50,000,000	49,984,000	49,982,222	50,103,500
Federal Agencies	3134GBET5	FREDDIE MAC	7/6/2016	4/6/2020	2.00	25,000,000	25,000,000	25,000,000	24,956,500
Federal Agencies	3133EJG37	FEDERAL FARM CREDIT BANK	5/22/2018	4/13/2020	1.80	10,000,000	9,839,400	9,912,273	9,930,100
Federal Agencies	3136G4BL6	FANNIE MAE	10/15/2018	4/15/2020	2.85	25,000,000	24,992,500	24,994,799	25,118,000
Federal Agencies	3130AE2M1	FEDERAL HOME LOAN BANK	10/17/2016	4/17/2020	1.25	15,000,000	15,000,000	15,000,000	14,819,850
Federal Agencies	3137EAEI7	FREDDIE MAC	4/20/2018	4/20/2020	2.50	50,000,000	50,000,000	50,000,000	49,990,000
Federal Agencies	3130AE2U3	FEDERAL HOME LOAN BANK	4/19/2018	4/23/2020	2.50	35,000,000	34,992,300	34,995,935	35,018,900
Federal Agencies	3130AE2U3	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	3130AE2U3	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	3133EHBQ2	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

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	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	11/2/2016	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	49,952,000	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	34,310,359	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	3137EAE19	FREDDIE MAC	2/16/2018	2/16/2021	2.38	22,000,000	21,941,920	21,963,594	22,021,340
Federal Agencies	3134GBDL8	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	49,975,000	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	20,435,194	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	3135G0Q39	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

Investment Inventory

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Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
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	3130AFZK6	FEDERAL HOME LOAN BANK	3/28/2019	3/28/2022	2.90	50,000,000	50,000,000	50,000,000	50,020,200
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	3134GBQGO	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	3134GBN73	FREDDIE MAC	10/2/2017	7/1/2022	2.07	50,000,000	50,000,000	50,000,000	49,599,500
Federal Agencies	3134GBW99	FREDDIE MAC	11/1/2017	7/1/2022	2.24	100,000,000	100,000,000	100,000,000	99,443,000
Federal Agencies	3134GBXU1	FREDDIE MAC	7/27/2017	7/27/2022	2.25	31,575,000	31,575,000	31,575,000	31,259,566
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	9/1/2017	9/1/2022	2.17	50,000,000	50,000,000	50,000,000	49,629,500
Federal Agencies	3134GS5J0	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	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	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	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GS5P6	FREDDIE MAC	3/18/2019	12/18/2023	3.00	25,000,000	25,000,000	25,000,000	25,033,250
Federal Agencies	3134GST47	FREDDIE MAC	1/30/2019	1/29/2024	3.10	17,775,000	17,765,866	17,764,691	17,790,287
Federal Agencies	3130AFR90	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	13066TYT5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021	1.71	28,556,228	28,073,056	28,318,238	28,173,000
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	\$ 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	2/8/2018	4/8/2019	2.47	50,000,000	50,000,000	50,000,000	49,970,625
Negotiable CDs	06370RCZ0	BANK OF MONTREAL CHICAGO	7/6/2018	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	8/9/2018	4/24/2019	2.57	50,000,000	50,000,000	50,000,000	49,918,403
Negotiable CDs	89113X3M4	TORONTO DOMINION BANK NY	6/20/2018	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	8/20/2018	4/29/2019	2.53	50,000,000	50,000,000	50,000,000	49,902,084
Negotiable CDs	89114MBQ5	TORONTO DOMINION BANK NY	8/16/2018	4/29/2019	2.56	50,000,000	50,000,000	50,000,000	49,902,084
Negotiable CDs	78012UDL6	ROYAL BANK OF CANADA NY	5/2/2018	5/1/2019	2.86	35,000,000	35,000,000	35,000,000	34,926,889
Negotiable CDs	78012UGF6	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	78012UDR3	ROYAL BANK OF CANADA NY	5/10/2018	5/13/2019	2.69	25,000,000	25,000,000	25,000,000	24,910,243
Negotiable CDs	78012UDV4	ROYAL BANK OF CANADA NY	5/23/2018	5/24/2019	2.66	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	2.68	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	06370RMN6	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	8/13/2018	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	78012ULA1	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	06417G4V7	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	96130AAN8	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
Commercial Paper	62479MSD6	MUFG 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	62479MTT4	MUFG BANK LTD NY	10/15/2018	6/25/2019	0.00	40,000,000	39,238,189	39,754,056	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	MUFG 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	MUFG 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	MUFG BANK LTD NY	11/15/2018	7/1/2019	0.00	50,000,000	49,081,667	49,633,472	49,669,334
Commercial Paper	62479MU19	MUFG BANK LTD NY	11/19/2018	7/1/2019	0.00	50,000,000	49,097,778	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	MUFG 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	MUFG 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	MUFG BANK LTD NY	12/7/2018	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	MUFG BANK LTD NY	12/12/2018	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	MUFG 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	MUFG 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-PF	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	49,688,500
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	45950KCM0	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	2.31	5/10/18	5/15/19	26,226	41,925	-	68,150
U.S. Treasuries	912796QH5	TREASURY BILL	60,000,000	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	50,000,000	1.00	2.51	8/15/18	10/15/19	42,582	62,963	-	105,545
U.S. Treasuries	9128283N8	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	9128283Q1	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	24,085	10,526	-	34,611
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	31384CQ0	FED HOME LN DISCOUNT NT	\$	0.00	2.30	2/27/19	3/4/19	\$	\$	\$	9,583
Federal Agencies	31384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	2/27/19	3/4/19	-	9,583	-	9,583
Federal Agencies	31384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	2/27/19	3/4/19	-	9,583	-	9,583
Federal Agencies	31384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/1/19	3/4/19	-	9,583	-	9,583
Federal Agencies	31384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/1/19	3/4/19	-	9,583	-	9,583
Federal Agencies	31384CQ0	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/1/19	3/4/19	-	9,583	-	9,583
Federal Agencies	31384CQ0	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	31384DE6	FED HOME LN DISCOUNT NT	-	0.00	2.30	3/15/19	3/18/19	-	3,833	-	3,833
Federal Agencies	31384DE6	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	31384DH9	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/20/19	3/21/19	-	2,285	-	2,285
Federal Agencies	31384DJ5	FED HOME LN DISCOUNT NT	-	0.00	2.39	2/26/19	3/22/19	-	46,426	-	46,426
Federal Agencies	31384DJ5	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/21/19	3/22/19	-	3,917	-	3,917
Federal Agencies	31384DJ5	FED HOME LN DISCOUNT NT	-	0.00	2.35	3/21/19	3/22/19	-	3,917	-	3,917
Federal Agencies	313EJHG7	FEDERAL FARM CREDIT BANK	-	2.13	2.16	3/22/18	3/22/19	31,063	400	-	31,462
Federal Agencies	313EJHG7	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	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	3134GBFR8	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	3134C9QW0	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	7/1/19	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	10/6/16	10/1/19	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	12/1/17	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	2/9/18	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	3133EHZN6	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	3137EAEU7	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	3133EHNK5	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	6/15/17	6/15/20	32,083	71	-	32,154
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	26,900,000	1.54	1.55	6/15/17	6/15/20	34,522	152	-	34,674
Federal Agencies	3134GBST0	FREDDIE MAC	14,675,000	1.65	1.65	6/22/17	6/22/20	20,178	-	-	20,178
Federal Agencies	3134GBTX0	FREDDIE MAC	50,000,000	1.75	1.76	6/29/17	6/29/20	72,917	283	-	73,200
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.50	1.50	6/30/16	6/30/20	18,750	-	-	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	3135HQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	7/6/17	7/6/20	32,292	284	-	32,576
Federal Agencies	3130ABN4	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	3130ABZE9	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	8/28/17	8/28/20	9,213	19	-	9,231
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	25,000,000	1.80	1.80	8/28/17	8/28/20	37,500	-	-	37,500
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	50,000,000	1.80	1.80	8/28/17	8/28/20	75,000	-	-	75,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	25,000,000	2.40	2.43	3/14/18	9/14/20	50,000	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	3135EJ790	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	3137EAEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/17	11/17/20	78,125	1,355	-	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	3130A3UQ5	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

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	3130AG2H7	FEDERAL HOME LOAN BANK	40,000,000	2.65	2.65	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	3137EAE19	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	34,650	3,075	-	37,725
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	17,700,000	2.70	2.79	5/22/18	5/10/21	39,825	1,341	-	41,166
Federal Agencies	3134GSNV3	FREDDIE MAC	-	2.80	2.81	6/14/18	6/14/21	50,556	96	5,625	56,276
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3130ACV50	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	1/29/18	6/30/21	1,524	424	-	1,948
Federal Agencies	3134G9H26	FREDDIE MAC	3,917,000	1.50	1.86	1/25/18	6/30/21	4,896	1,164	-	6,060
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	100,000,000	2.08	2.08	11/1/17	7/1/21	173,333	-	-	173,333
Federal Agencies	3134GBM25	FREDDIE MAC	50,000,000	1.92	1.92	10/2/17	7/1/21	80,000	-	-	80,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	25,000,000	1.88	1.95	9/18/17	9/13/21	39,063	1,544	-	40,606
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/7/21	28,646	-	-	28,646
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	25,000,000	3.00	3.03	10/19/18	10/19/21	62,500	540	-	63,040
Federal Agencies	3130AFBE6	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	3133EJ774	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	3133EKA2	FEDERAL FARM CREDIT BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	494	-	44,137
Federal Agencies	3133EKBV7	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	3134GBQG0	FREDDIE MAC	50,000,000	2.18	2.18	5/25/17	5/25/22	90,833	-	-	90,833
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(1,008)	-	77,117
Federal Agencies	3133EHL7	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	3134GBF72	FREDDIE MAC	50,000,000	2.01	2.01	9/15/17	6/15/22	83,750	-	-	83,750

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	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	3134GS5J0	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	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	3134GST47	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	89113XX41	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	MUFJ 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	11/15/18	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	78012ULA1	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	131,750	-	-	131,750
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	50,000,000	3.00	3.00	1/11/19	1/6/20	129,167	-	-	129,167
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	50,000,000	2.71	2.71	2/15/19	2/14/20	116,681	-	-	116,681
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	50,000,000	2.70	2.70	3/6/19	2/26/20	97,500	-	-	97,500
Negotiable CDs	06370RUV9	BANK OF MONTREAL CHICAGO	50,000,000	2.68	2.68	3/1/19	3/2/20	115,389	-	-	115,389
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	\$ -	\$ -	\$ 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	3/15/19	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	45950VLM6	INTERNATIONAL FINANCE CORP	\$ -	2.51	2.51	3/1/18	3/1/19	\$ -	\$ -	\$ -	\$ -
Supranationals	45818KCQ3	IADB DISCOUNT NOTE	-	0.00	2.34	2/27/19	3/4/19	-	9,750	-	9,750
Supranationals	459516DU1	IFC DISCOUNT NOTE	30,000,000	0.00	2.30	3/29/19	4/1/19	-	5,750	-	5,750
Supranationals	458182DX7	INTER-AMERICAN DEVEL BK	5,000,000	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	-	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	12,509	63,520
Supranationals	45905UW67	INTL BK RECON & DEVELOP	-	3.13	3.19	11/29/18	9/28/21	52,847	914	29,833	83,594
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	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	912796UP1	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	912796UR7	50,000,000	0.00	2.30	99.99	-	49,996,806
Purchase	03/14/2019	03/26/2019	U.S. Treasuries	TREASURY BILL	912796UU1	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	912796UV9	50,000,000	0.00	2.38	99.87	-	49,937,274
Purchase	03/14/2019	04/02/2019	U.S. Treasuries	TREASURY BILL	912796UV9	50,000,000	0.00	2.38	99.87	-	49,937,392
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	03/21/2019	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	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	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	03/28/2019	Commercial Paper	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	100,000,000	0.00	2.36	99.99	-	99,993,444
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	45905UW59	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 BY 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	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	63873KQ86	100,000,000	0.00	2.36	100.00	-	100,000,000
Maturity	03/12/2019	03/12/2019	Commercial Paper	NATIXIS NY BRANCH	63873KQ86	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	03/28/2019	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	3132X0KR1	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	03/13/2021	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	06/14/2020	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	2.61	2.01	0.00	0.00	502,500
Interest	03/20/2019	08/20/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133FGX67	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	3135GQ30	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				