



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, February 11, 2020; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton and Yee
Clerk: Alberto Quintanilla

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Oppose unless amended: AB 1964 (Frazier)	
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Projects: (SFMTA) Islais Creek Bridge Catenary Reconstruction (\$1,032,072), Transit Signal Priority (\$2,320,000), Traffic Sign Upgrades (\$220,000), Traffic Signal Hardware (\$330,000), Traffic Signal Visibility Upgrades - Phase 1 (\$330,000), Traffic Signal Upgrade Contract 36 (\$600,000) and Schools Engineering Program FY20 (\$1,000,000)	
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Vista Point Operation Services to Increase the Amount by \$400,000, to a Total Amount Not to Exceed \$1,995,000, and Extend the Agreement Through June 30, 2022 for Operations and Maintenance Services for the New Vista Point at Pier E2 - **ACTION***

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- 11.** Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2019 - **INFORMATION***

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Other Items

- 12.** 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.

- 13.** Public Comment

- 14.** 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, January 22, 2020

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

CAC members present: Robert Gower, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Danielle Thoe and Rachel Zack (7)

CAC Members Absent: Sophia Tupuola (entered during Item 2), Peter Tannen (entered during Item 9), Ranyee Chiang (entered during Item 10) and David Klein (4)

Transportation Authority staff members present were Kaley Lyons, Amber Crabbe, Eric Cordoba, Mike Tan, Maria Lombardo and Alberto Quintanilla.

2. Chair's Report - INFORMATION

Chair Larson welcomed new CAC members Stephanie Liu and Kevin Ortiz and invited them to make introductory remarks. He announced two upcoming ConnectSF public workshops; Saturday, February 8, 2-4pm, Park Branch Library, 1833 Page Street and Thursday, February 13, 6-8 pm, Mission Cultural Center, 2868 Mission Street. Chair Larson said input from the workshops would help ConnectSF identify project and policy concepts to be included in studies looking at ways to improve city streets, freeways and transit networks. He added that ConnectSF staff was also available to give presentations to community groups.

There was no public comment.

3. Election of Chair and Vice Chair for 2020 - ACTION

Chair Larson announced that at the November 20, 2019 CAC meeting the positions of CAC Chair and Vice Chair had been opened for nominations for the 2020 term. He said that for the Chair seat, John Larson was nominated to be elected.

There was no public comment.

The motion to elect John Larson as Chair was approved by the following vote.

Ayes: CAC Members Gower, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (7)

Abstention: CAC Member Larson (1)

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

Chair Larson said that for the Vice Chair seat, David Klein was nominated to be elected at the November 20, 2019 CAC meeting.

There was no public comment.

The motion to elect David Klein as Vice Chair was approved by the following vote.

Ayes: CAC Members Gower, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack



(8)

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

Consent Agenda

- 4. Approve the Minutes of the November 20, 2019 Meeting - ACTION**
- 5. Adopt a Motion of Support for Approval of the Fiscal Year 2020/21 Transportation Fund for Clean Air Program Local Expenditure Criteria - ACTION**
- 6. Citizens Advisory Committee Appointment - INFORMATION**
- 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2019 - INFORMATION**
- 8. Audit Report for the Fiscal Year Ended June 30, 2019 - INFORMATION**

There was no public comment on the Consent Agenda.

Robert Gower moved to approve the Consent Agenda, seconded by Jerry Levine.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Gower, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (8)

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

End of Consent Agenda

- 9. Adopt a Motion of Support for the Allocation of \$5,832,072 in Prop K Sales Tax Funds for Seven Requests, with Conditions - ACTION**

Kaley Lyons, Transportation Planner, presented the item per the staff memorandum.

Regarding the Islais Creek Bridge Catenary Reconstruction project, Jerry Levine asked what the startup date was for the current phase of the project.

Amy Lam, Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), said the project team was still working on selecting a startup date. She said the project was currently at 65% design, with bids expected to go out around the middle of 2020 and start of construction in 2021.

Regarding the Islais Creek Bridge Catenary Reconstruction project, Danielle Thoe asked if pedestrians and bicyclists would be affected by the 2-3 month shut down of the bridge.

Ms. Lam said the project team still had around a year to develop alternate transit routes for the project, which required additional details about the construction work. She added that SFMTA and the Department of Public Works (DPW) would outreach to the public once the alternate routes were determined.

Danielle Thoe recommended keeping bicycle and pedestrian paths accessible as much as possible during the construction phase of the project.

Regarding the Islais Creek Bridge Catenary Reconstruction project, Sophia Tupuola said the bridge was a major artery into Bayview Hunter's Point and one of few access points to the downtown area. She asked that the project team be very mindful of this when developing plans to reroute public transit riders.



Regarding the Islais Creek Bridge Catenary Reconstruction project, Kevin Ortiz asked what period of time the bridge would be shut down. He suggested that the project team be strategic when selecting a least intrusive time of the year to shut down the bridge. He also recommended that there be an equity focus that protects residents in the surrounding area.

Ms. Lam said SFMTA would host outreach events that would allow residents to ask questions and provide feedback. She also noted that the contractor chosen for the project would need to follow the SFMTA's timeframe, which typically would take into account a desire to overlap with big events, etc.

Regarding the Schools Engineering Program Fiscal Year (FY) 2020, Robert Gower asked how the 35 schools were selected, if the schools were a blend of public and private schools and if cost sharing was utilized for private schools that participated in the program or otherwise.

Damon Curtis, Traffic Calming Project Manager at the SFMTA, said the program covered all public and private schools and did not have a cost sharing component. He said the 35 schools were selected via requests by school faculty, parents or students. He said the requests were made through 311, emails and or phone calls.

Sophia Tupuola asked how schools that did not make formal requests get on the program list, specifically schools located in communities of concern (COCs).

Mr. Curtis said the program had a dedicated engineer who focused solely on school area safety and visited each San Francisco school. He said the 35 schools that selected to be part of the program had the greatest safety need. He added that the population of schools and collision data around schools were also used to prioritize which schools were in most need.

Regarding the Transit Signal Priority project, Peter Tannen asked if there was a timeline to complete installation of Transit Signal Priority equipment on all vehicles and applicable intersections.

Robert Lin, SFMTA staff, said signals were being installed at a rate of 100 signals per year and could potentially complete the Transit Signal Priority implementation in five years if current funding levels remained the same.

Regarding the Traffic Signal Visibility Upgrade projects, Danielle Thoe asked if the program related to the Traffic Signs Upgrades FY 2020 project and if the traffic signs upgrades would also look at adding better striping for high visibility crosswalks along side of upgrading the traffic signs.

Geraldine De Leon, Project Manager at the SFMTA, said the goal of the traffic signs project was to replace outdated signs and focused on locations that had signs installed before 2005.

Danielle Thoe asked if it made sense to also replace striping along crosswalks when replacing traffic signs.

Ms. De Leon said the replacement of striping would require a different crew.

Kevin Ortiz requested a map of the 35 schools selected as part of the Schools Engineering Program FY 2020.

Chair Larson requested an update on the Islais Creek Bridge Catenary Reconstruction project before the start of construction.



There was no public comment.

Peter Tannen moved to approve the item, seconded by Danielle Thoe.

The item was approved by the following vote:

Ayes: CAC Members Gower, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola and Zack (9)

Absent: CAC Members Chiang and Klein (2)

10. Adopt a Motion of Support for Approval of the 2020 State and Federal Legislative Program - ACTION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Rachel Zack suggested that the Transportation Authority prioritize climate goals above emerging mobility modes. She asked if the CAC would be able to see the plans for a no-fee Lombard Street Reservation and Pricing Program and noted that the previous legislation would have paid for itself by collecting fees for reservations.

Ms. Crabbe said there currently was not an estimate for the cost of a no-fee Lombard Street Reservation and Pricing Program, but that the CAC would be updated as more information became available. With respect to the climate goals, Ms. Crabbe said Governor Newsom issued a climate action rule in October 2019, which mandated considering climate impacts in the distribution of transportation funds. She said staff anticipated there would be a conversation at the state level about what that would look like with respect to restructuring funding formulas or competitive state grant programs.

Regarding Senate Bill (SB) 50 (Wiener), Rachel Zack asked what the transit shortfalls would be related to the proposed up-zoning.

Ms. Crabbe said the most recent estimates of the city's outstanding transportation funding needs through 2045 was \$22 billion. She said the Transportation Authority Board is seeking an amendment to SB 50 to link the associated growth with funding for transportation planning and infrastructure.

Regarding the Lombard Street Reservation and Pricing Program, Robert Gower asked at what point the cost of a fee-less reservation system outweighs the benefits. He said time, resources and funds were being allocated towards a project that might have a limited impact on congestion, while benefiting a more affluent neighborhood. He added that those resources could possibly be better used in COCs.

Ms. Crabbe said staff was currently working on how to address the issues highlighted by Governor Newsom and that the CAC would receive an update once there is more information on a proposed path forward for a no-fee program.

Robert Gower requested that any future updates identify who the proponent(s) are for the reservation system.

Jerry Levine asked what efforts were underway to work with larger transit agencies to jointly advocate for federal legislation that supports transit.

Ms. Crabbe said the Association of Public Transit Agencies (APTA) had a strong a coalition of transit agencies across the country and were developing platforms and working with members of the House and Senate transportation committees.



Chair Larson suggested a Mello-Roos tax as a funding mechanism for Lombard residents.

Ms. Crabbe acknowledged the suggestion and said she would pass the idea to staff working on the project.

Danielle Thoe seconded Chair Larson's and Robert Gower's comments. She asked if there were any concerns about the government making federal funding available on time.

Ms. Crabbe said the Federal Transit Administration had been slowly obligating Capital Investment Grant funds to local transit agencies. She noted that there was an APTA working group that had collected data showing the cost of the delays to local transit agencies.

In regard to SB 50, Danielle Thoe asked what the critical need was to tie transit funding to the increase in housing. She said she worked as an affordable housing developer and from her experience, housing was not built until an area had accessible public transit. She added that she did not want to see policy bills tied to funding for something else.

Ms. Crabbe said the bill had been amended and staff were working with the San Francisco Planning Department to reevaluate what it would mean for San Francisco. She said she would be happy to follow up with Ms. Thoe. She noted that housing and transit were being increasingly linked at the regional level, and that transportation needs could also be addressed as part of a package of bills, rather than including transportation funding in SB 50.

Danielle Thoe asked if the packaged bills would be similar to SB 278 (Beall).

Ms. Crabbe said staff was still thinking through what the amendments could look like.

Danielle Thoe asked if transit operators who travel within the city had taken a position on SB 50.

Ms. Crabbe said she was not aware, but would follow up.

Stephanie Liu requested a presentation on how the various public agencies work together with respect to funding and governance.

Chair Larson seconded Stephanie Liu's request.

During public comment Edward Mason asked who the principal parties were for Seamless Bay Area and asked if the Transportation Authority was going to take a strong stance requesting that the California Public Utilities Commission (CPUC) release all Transportation Network Company data.

Chair Larson asked if the Seamless Bay Area website address could be sent to the CAC.

Ms. Crabbe said that the CAC would receive an update on Seamless Bay Area at the February CAC meeting.

Jerry Levine moved to approve the item, seconded by Stephanie Liu.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola and Zack (10)



Absent: CAC Member Klein (1)

11. Adopt a Motion of Support Authorizing the Executive Director to Execute Eight Project Delivery Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State and Federal Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project - ACTION

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

Chair Larson asked if the bridges would be shut down at the start of construction.

Mr. Cordoba said the roadway on the west side of the island would be shut down and detour vehicles on and off the island through Macalla Road or Southgate Road.

Peter Tannen asked for additional information on the Forrest Road detour project.

Mr. Cordoba said the Forrest Road detour was built as a temporary detour for the Yerba Buena Island Westside Bridges ramps project. He added it was a major detour access point for Yerba Buena Island.

There was no public comment.

Kevin Ortiz moved to approve the item, seconded by Robert Gower.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola and Zack (10)

Absent: CAC Member Klein (1)

12. Adopt a Motion of Support Authorizing the Executive Director to Amend No. 5 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$400,000, to a Total Amount Not to Exceed \$1,995,000, and Extend the Agreement Through June 30, 2022 for Operations and Maintenance Services for the New Vista Point at Pier E2 - ACTION

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

Peter Tannen said he had been out to Vista Point and looked forward to the Pier E2 opening.

Mr. Cordoba said there was still a lot of construction on the roadway, but work was being done to inform the public of what sites were currently open.

Jerry Levine asked if the Transportation Authority could organize a CAC visit of Vista Point.

Mr. Cordoba said staff could coordinate a site visit for the CAC, potentially in the spring.

Chair Larson asked if there was an update on plans to extend the Bay Bridge bicycle path from Oakland to San Francisco.

Mr. Cordoba said the Bay Area Toll Authority (BATA) was the lead agency on the project and had Regional Measure 3 (RM3) funding to continue the work. He added that the Transportation Authority was working with BATA to add a bicycle path along



the roadway segment on the west span side of Yerba Buena Island that would go across the Bay Bridge. Mr. Cordoba said he could provide a detailed update at a future meeting.

Robert Gower asked if the historic torpedo building location was under the new eastern span of the Bay Bridge.

Mr. Cordoba replied in the affirmative.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Sophia Tupuola.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Gower, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola and Zack (10)

Absent: CAC Member Klein (1)

13. Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION

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

Robert Gower asked if the disputes with the project contractor had been resolved.

Mr. Cordoba said that there had been agreements made on some of the major contractor's claims regarding underground work. He added that project staff was also having a more in-depth investigation with the construction management team.

Peter Gabancho, Project Manager at the SFMTA, said project staff had worked with the contractor to not get hung up over disputes on cost. He said the city was incorporating unilateral change orders with the contractor to focus on the construction work, allowing more time to address the financial issues without holding up the project.

Robert Gower said it sounded like the city and the contractor were developing good faith to ensure that the construction kept moving forward.

Mr. Cordoba replied in the affirmative and said he was in favor of the city's use of unilateral change orders with the contractor.

Rachel Zack said she gets off the bus on McAllister Street and asked what the thought was behind how the drop off zone was configured, noting the bus doesn't pull into the drop off area.

Mr. Gabancho said the bus stop on McAllister Street was a drop off zone built for the opera house and was primarily used by people visiting the nearby art center.

Peter Tannen asked about the unanticipated sewer and water pipe conditions.

Mr. Gabancho said Van Ness Avenue has had active occupation for over 150 years and had a lot of infrastructure that was unrecorded and unmapped. He said unanticipated gas lines required identifying whether or not the gas line was active and which utility company it belonged to - all of which take time.

Peter Tannen asked if the subcontractor had any relation to the famous Michael O'Shaughnessy,



Mr. Gabancho said there was no relation as far as he knew.

Mr. Cordoba said Yerba Buena Island was another example of a site with old infrastructure and inaccurate map drawings. He added that unanticipated gas and water lines required following safety protocols and due diligence.

Chair Larson recalled a previous Van Ness Avenue discussion about the city not wanting to install replica street lights in the historic zone of Van Ness Avenue because they were not real and installing modern street lights in the heritage zone. He asked what was decided for those two zones of the corridor.

Mr. Gabancho said that modern street lights would be installed in the historic district and the replica historic lights were going to be installed into the rest of the corridor.

There was no public comment.

14. Update on Caltrans U.S. 101 Deck Replacement at Alemany Circle Project - INFORMATION

Al Lee, Project Manager at Caltrans, presented the item.

Rachel Zack asked if the project would prioritize public transit or high occupancy vehicles (HOV) lanes during the deck replacement.

La-Tanga Hopes, Public Information Officer at Caltrans, said Caltrans goal was to go full multimodal and emphasize alternative transportation options. She said Caltrans was asking the public to avoid using Alemany Boulevard and consider teleconferencing or working remotely. Ms. Hopes added that Caltrans was developing a project webpage that would be a transportation hub for all possible modes of travel during the construction period.

Mr. Lee said Caltrans was working with the SFMTA to provide a bus only lane on Bayshore Boulevard.

Rachel Zack asked if Caltrans had plans to prioritize public transit during construction.

Mr. Lee said it was a regional project which would require coordination and outreach among the various public transit agencies. He said there was on-going discussion with SamTrans about potentially having buses use shoulder lanes on the freeway.

Stephanie Liu said Google had a five-day reorganization and asked their employees to work remotely, which noticeably reduced traffic on U.S. 101. She asked if Caltrans was working with Apple and Google maps, noting that the public would most likely rely on those apps as opposed to visiting the Caltrans website.

Ms. Hopes said Caltrans would ask major employers to suggest that their San Francisco based employees work out of alternate satellite offices to lessen the number of vehicles on U.S. 101.

Stephanie Liu said the potential increase of new Caltrain and BART riders, due to the deck replacement, might be a good opportunity for those public transit agencies to convince the public to rely more on public transit.

Ms. Hopes agreed.

Stephanie Liu asked if Caltrans had considered using eco-friendly concrete and building materials for the project.

Mr. Lee said all Caltrans projects had strict protocols for materials, including concrete.



Stephanie Liu said she would like to know how the CAC could assist in getting the word out promoting any upcoming outreach events.

Ms. Hopes said Caltrans had three upcoming public meetings scheduled (shown in the slide deck) and encouraged the CAC to help get the word out.

Robert Gower asked why westbound Alemany had to be converted into a two-way street and what resources would be used to help cyclists.

Mr. Lee said westbound Alemany was being converted into a two-way street because the northbound off-ramp would no longer be available and instead become part of the mainline detour. He said parking control officers would be active in the area to facilitate Muni and general traffic movement. Mr. Lee added that the reconfigured two-way street would have bike lanes on both sides.

Robert Gower asked if Caltrans was working with BART to ensure there will be traffic flow and control at the Balboa Park and Glen Park stations. He noted that Glen Park was a heavily congested area with tech shuttles.

Mr. Lee said Caltrans was working with BART to establish a memorandum of understanding to add additional BART station officers during the project. He said he would pass the question along to BART staff regarding traffic flow at the Balboa Park and Glen Park stations.

Robert Gower requested that Caltrans attend neighborhood association meetings in the area before the start of the project.

Ms. Hopes said Caltrans' goal was to reach as many neighborhoods as possible and provided her contact information with the CAC.

Sophia Tupuola asked what was being done to provide preferential hiring for local residents who would be directly affected by the project, especially in communities of concern.

Mr. Lee said it was a \$21 million capital project for Caltrans and had a 13% disadvantaged business enterprise (DBE) goal. He said he anticipated that local sub-contractors would be hired, and that Caltrans had hired Civic Edge to assist with outreach.

Ranyee Chiang said that a silver lining of the project may be that people will permanently switch to other modes of transportation if they are encouraged to try. She asked what quality assurance and quality control (QA/QC) measures Caltrans was taking to ensure safety during and after the 18-day construction period.

Mr. Lee said the project had the highest attention at Caltrans and would have a daily reporting system from the contractor. He added that the Caltrans project team was familiar with high impact projects and was the same team that worked on projects like Doyle Drive.

Peter Tannen suggested updating the presentation to clearly show that the existing eastbound portion of Alemany Boulevard would be closed and rerouted during construction. He also suggested providing greater detail around the local shortcuts' drivers might take during the construction periods.

Mr. Lee acknowledged Mr. Tannen's suggestions and said Caltrans had met with Supervisor Walton's office on three occasions discussing the need to close the eastbound on-ramp at 3rd Street, in order to prevent drivers from using local roads as



a shortcut.

Danielle Thoe noted that the Caltrans U.S. 101 deck replacement project webpage was under multiple news articles in Google search results rather than appearing on top. She suggested using paid search results to make it more accessible to the public. She also noted that information on the public outreach meetings was not on the project website.

Ms. Hopes said Caltrans was planning to launch a new webpage on Friday, January 31. She added that Caltrans would use all forms of media to keep the public updated throughout the project. She added that Caltrans' intent is to inform and alert the public, but not scare them away from visiting businesses in the area.

There was no public comment.

15. Introduction of New Business - INFORMATION

Jerry Levine requested a presentation from new SFMTA Executive Director Jeffrey Tumlin and said he had concerns and questions about Mr. Tumlin's vision for the SFMTA moving forward.

Chair Larson said he supported Mr. Levine's request.

Sophia said she recently rode a Lyft rideshare bike and enjoyed the experience. She asked if anything was being done to reach out to District 10 residents such as holding an educational workshop to inform new riders where to locate bike racks and how to use the bike share system.

Kevin Ortiz requested a map of geofenced Transportation Network Company (TNC) areas and the process required to geofence different sections of the city.

Chair Larson asked if the CAC could initially be provided a map of areas that the city had or planned to geofence.

Rachel Zack said she would be happy to discuss geofencing at a future CAC meeting.

Peter Tannen seconded Mr. Levine's request for a presentation from Mr. Tumlin.

Robert Gower requested a future update on the Better Market Street project and the closure of Market Street to private vehicles.

There was no public comment.

16. Public Comment

Edward Mason provided an update on idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Chair Larson asked if his monthly reports to the CAC were being forwarded to Commissioner Mandelman or the SFMTA.

Mr. Mason said he was regularly sending reports to the SFMTA, but said his reports had been rejected by the SFMTA, but did note that the city's taxi inspectors were out monitoring the streets he highlighted in his reports.

Jackie Sachs requested a Central Subway and Other 9 to 5 project update.

17. Adjournment

The meeting was adjourned at 8:21 p.m.



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, January 28, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Mar, Preston, Peskin, Ronen, Stefani, Walton and Yee (7)

Absent at Roll Call: Commissioners Haney (entered during Item 2), Mandelman (entered during Item 2), Safai (entered during Item 2) and Fewer (4)

Commissioner Preston moved to excuse Commissioners Fewer, seconded by Commissioner Mar. Commissioner Fewer was excused without objection.

2. Chair's Report - INFORMATION

Chair Peskin said the Transportation Authority Board's top priority was safety and looked forward to collaborating with Commissioner Yee, Chair of the Vision Zero Committee, to press ahead with policies and projects to reduce severe and fatal injuries on the city street network. He reported that Commissioner Yee and himself met with Assembly member Chiu, the commissioner of the California Highway Patrol, representatives from the Police Officers Association and the Mayor's Office and Jeffrey Tumlin, Executive Director of the San Francisco Municipal Transportation Agency (SFMTA), about moving forward with automated speed enforcement legislation for a pilot program in San Francisco and possibly San Jose. He noted that it was a very productive meeting. Chair Peskin said the Board was determined to advance the effort at the state level to obtain automated speed enforcement and continue to work hard on that front, even as the Transportation Authority invests aggressively in traffic management, signal, bicycle and pedestrian projects like the Vision Zero Quick Builds. He said he was particularly excited to see The Embarcadero cycle track improvements move forward in District 3 this year.

Chair Peskin said 2020 was a major year at the regional level for the development of the city's long-range transportation plan as well as the approval of the regional plan - Plan Bay Area, with its investment policies and growth strategies moving at a fast pace. He said key issues would be developing the regional express bus and freeway system in an equitable manner as well as collaborating with the region on a once in a generation vision for rail, that promoted BART and Muni core capacity, the 2nd Transbay rail crossing, Caltrain Electrification and the Downtown Rail Extension. He thanked Commissioner Ronen for serving on the Metropolitan Transportation Commission and Commissioners Haney, Fewer, Mar and Mandelman for serving on the Association of Bay Area Governments.

Chair Peskin said the Transportation Authority was also fully engaged in numerous projects of regional and citywide significance, in every district - through the Prop K



Neighborhood Transportation Improvement Program and various other funding programs including vehicle registration fee program and Air District clean air funds. He said an exciting new addition would be the TNC tax which had begun to be assessed on each Uber and Lyft trip originating in San Francisco. He added that half of the funds would come to the Transportation Authority to be programmed for street safety projects, with the other portion to be administered by the SFMTA for transit improvements.

Chair Peskin reported that the Board would also consider potential new transportation funding sources for Caltrain and the broader Bay Area region this year, as well as advance congestion pricing and equity studies for downtown, Treasure Island and the regional freeway network.

During public comment Francisco Da Costa requested that the Transportation Authority make its needs assessment available on its website. He spoke against the removal of parking meters in the city and said it was leading to congestion. He asked for real-time online updates that showed the public what progress had been made to address congestion, the carbon footprint, and quality of life issues.

Consent Agenda

3. **Approve the Minutes of the January 14, 2020 Meeting - ACTION**
4. **[Final Approval] Allocate \$220,000, with Conditions, in Prop K Sales Tax Funds to the San Francisco Municipal Transportation Agency for the Anza Street Bike Lanes - ACTION**

There was no public comment.

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

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

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

Absent: Commissioner Fewer (1)

End of Consent Agenda

5. **[Final Approval on First Appearance] Adopt the 2019 Annual Report - ACTION**

Tilly Chang, Executive Director, presented the item per the staff memorandum.

Commissioner Ronen asked if the Transportation Authority followed the same rules put in place for the City and County of San Francisco in regard to bans for doing business with companies headquartered in states that had anti LGBTQ and anti-pro-choice laws and related travel bans for staff.

Cynthia Fong, Deputy Director for Finance and Administration, said Transportation Authority staff was aware of these policies and had discussed the bans in working group meetings with managers from various city departments. She noted that the Transportation Authority was a separate entity and not part of the City and County of San Francisco (City), but were mindful of the policies. Ms. Fong added that the Transportation Authority's adopted budget for fiscal year 2019/20 had 10% for



technical professional services. She said those were the types of services that would be contracted out and the most of these funds are subject to federal and other grant requirements that would not allow the Transportation Authority to comply with the aforementioned policies. Ms. Fong estimated that the amount of funding that could be subject to the bans was about \$794,000.

Commissioner Ronen asked if being mindful meant that the Transportation Authority did not contract with companies that were headquartered in states with discriminatory and anti-pro-choice laws.

Ms. Fong said the Transportation Authority is currently under contract with firms that fell under those banned states and noted that the contracts had been approved prior to the inception of the City's law banning companies headquartered in states that had anti LGBTQ and anti-pro-choice laws.

Commissioner Ronen asked if the Transportation Authority followed those rules in their contracting and Ms. Fong said those rules were not in the Transportation Authority's procurement policy right now but could be applied to any future contracts going forward.

Commissioner Ronen suggested the Transportation Authority procurement policy mirror the City's policies around states with anti LGBTQ and anti-pro-choice laws.

Ms. Fong said that could be done during the next procurement policy update.

During public comment Mark Roth asked the Board to put on their Science Technology Engineering Art and Math (STEAM) hats on and look at the future benefits of super capacitors and large-scale infrastructure electricity.

Francisco Da Costa suggested that the annual report be given to university and high school students and to request input as to what they think and feel about the city's future.

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

The item was approved without objection by the following vote:

Ayes: Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

6. Update on the San Francisco Department of the Environment's Citywide Electric Vehicle Roadmap - INFORMATION

Commissioner Mar stated that the city had set ambitious goals for electric vehicle (EV) adoption in the next five, ten, and 20 years, but were still a long way from achieving them. He said this was evident in District 4 where EV adoption rates were still alarmingly low, and where the District only had one public vehicle charging station.

Deborah Raphael, Director at the San Francisco Department of the Environment (SFE), presented the item.

Commissioner Mar said a number of the barriers to EV adoption that were listed in the presentation would require significant public investments or subsidies and asked what funding plans the city had for the thousands of additional public charging stations that would be needed.



Ms. Raphael said there were state money and low carbon fuel standard credits that could be sold to raise money for the charging stations. She added that the Transportation Authority's Transportation Fund for Clean Air was another source of potential funding.

Commissioner Mar asked how the five-year goal of 50% EV adoption for new vehicles would be achieved.

Ms. Raphael said city departments were looking at how SFE could bring on experts to work on some of the things that slow down progress and noted that city departments needed to collaborate and solve the problems together.

Commissioner Mar asked if SFE had the resources, staff, funding, and political support to further develop the EV Roadmap into actionable steps.

Ms. Raphael replied that they definitely had the political support. She noted that Mayor Breed had requested that SFE develop the EV Roadmap with the assistance of external stakeholders. In terms of resources, she said she was excited about the low carbon fuel standard credit sales and the ability to potentially access that funding.

Commissioner Safai stated that the Bayview-Hunters Point, Excelsior, Outer Mission and Sunset neighborhoods were areas where there was a significant amount of single-family homes, but had minimal electric vehicles or charging stations. He observed that if residents of these areas have a charger at their home and just use their electric vehicle for travel within the city, they may not need to rely on public chargers. He asked what SFE was planning to do to encourage southeastern residents to go electric. He noted that one potential barrier for residents would be increased electric bills and he noted that this would require the SFE to have conversations with CleanPowerSF, San Francisco Public Utilities Commission (SFPUC) and Pacific Gas and Electric (PG&E) about promoting electric vehicles. He suggested an education campaign in the areas where it would be easier to charge and focusing on the homes and the people that have access to charging.

Ms. Raphael said District 11 was a good example of an area that had the homes to install EV chargers in garages and a high number of people who use their cars daily. She said SFE was looking at data sets and focusing on the neighborhoods highlighted by Commissioner Safai. She noted that SFE held EV 101 workshops at libraries and received feedback indicating that the main barriers are the complexity of the incentives, the fear of having to deal with PG&E, and what needs to be done to upgrade homes in order to charge vehicles. Ms. Raphael said SFE was awaiting new financial resources at the start of new fiscal year, which will allow SFE to hire an EV ombudsman.

Commissioner Safai suggested working with PG&E to educate the public and start the process of learning about tiered pricing incentives, potentially through flyers in billing statements. He added that the Excelsior and Outer Sunset were the two areas with the most residents who traveled by car.

Commissioner Preston asked if there was data on apartment buildings and if installing charging stations in multifamily garages was a significant part of the strategy going forward.

Lowell Chiu, Energy Program Manager at SFE, said two thirds of San Francisco residents lived in multifamily buildings and SFE had data about where the densest



areas of multifamily homes were located but did not have data about the locations of privately accessible chargers in multi-family dwellings.

Commissioner Preston said he had heard from a number of constituents who had approached their landlords about installing charging infrastructure within their garages and were unsuccessful. He asked if there were any programs to facilitate the addition of charging stations in garages of multifamily homes or any assistance to the landlords trying to install stations.

Ms. Raphael said Chair Peskin's ordinance for the first time put a mandate on existing structures, and now all new construction is required to have chargers as well. She noted that existing multi-family structures are the next step, and more difficult.

Mr. Chiu said an invitation was extended to multifamily building owners and managers to the outreach sessions and that a building association came because residents had been asking about chargers. He added that there currently is an incentive program for getting charging stations for multifamily structures.

During public comment Mark Roth said there was not a lot of opportunity for single family home EV charging stations in the Bayview Hunters-Point neighborhood, but instead suggested rapid charging stations as an alternative.

Other Items

7. Introduction of New Items - INFORMATION

There were no new items introduced.

8. Public Comment

There was no public comment.

9. Adjournment

The meeting was adjourned at 11:06 a.m.

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RESOLUTION APPOINTING ONE MEMBER TO THE CITIZENS ADVISORY COMMITTEE OF
THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is one open seat on the CAC resulting from the term expiration of a member who is seeking reappointment; and

WHEREAS, At its February 11, 2020 meeting, the Board will review and consider all applicants' qualifications and experience and appoint one member to serve on the CAC for a period of two years; now therefore, be it

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

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



Memorandum

AGENDA ITEM 4

DATE: February 3, 2020
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 2/11/20 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the CAC requiring Board action. The vacancy is the result of the term expiration of Peter Tannen (District 8 resident), who is seeking reappointment. There are currently 36 applicants to consider for the open seat.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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DISCUSSION

BACKGROUND.

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



PROCEDURES.

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of CAC Members
- Attachment 2 - Matrix of CAC Applicants
- Enclosure 1 - CAC Applications

Attachment 1 (Updated 1.29.20)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 20
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 20
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 20
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 21
Ranyee Chiang	F	A	4	Central Sunset	Environment, Neighborhood, Public Policy	Mar 19	Mar 21
Danielle Thoe	F	C	6	Tenderloin	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 19	Oct 21
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 19	Dec 21
Stephanie Liu	F	A	5	Western Addition	Environment, Neighborhood, Public Policy	Dec 19	Dec 21
A - Asian	AA - African American	AI - American Indian or Alaska Native			C - Caucasian	H/L - Hispanic or Latino	
		NH - Native Hawaiian or Other Pacific Islander			NP - Not Provided (Voluntary Information)		

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 1.29.20)

APPLICANTS

Name Gender Ethnicity District Neighborhood Affiliation/Interest

1	Nancy Arms Simon*	NP	NP	10	Bayview	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2	Philip Bailey*	M	C	5	Cole Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3	Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4	Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
5	Harold Flowers*	NP	NP	9	Sunset District	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
6	Jane Ginsburg*	F	C	5	Lower Haight/Duboce Park	Environment, Neighborhood, Public Policy, Senior Citizen
7	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
8	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
10	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
11	Matthew Laroche*	M	C	4	Outer Sunset	NP
12	John Lisovsky*	M	C	5	Panhandle	Environment, Labor, Neighborhood, Public Policy
13	Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
14	Trey Matkin*	M	C	5	Hayes Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
15	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
16	Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy
18 Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood
19 Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
20 Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
21 Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
22 Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
23 John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
24 Sarah Rogers*	F	C	9	Bernal Heights	Environment, Neighborhood, Public Policy
25 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
26 Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
27 Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
28 Adrienne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy
29 Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy
30 Emily Sun*	F	NP	5	Hayes Valley	Environment, Neighborhood, Public Policy
31 Eric Tucker*	M	C	10	Visitacion Valley	Business, Environment, Neighborhood, Public Policy
32 Peter Wilson*	M	C	5	Alamo Square	Environment, Labor, Neighborhood
33 Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
34 Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

35 David Young* NP NP 6 SOMA Business, Environment, Neighborhood, Public Policy

36 Bozhao Yu M A 1 Lone Mountain Business, Environment, Neighborhood, Public Policy

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

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

*Applicant has not appeared before the Board.

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RESOLUTION ADOPTING AN OPPOSE POSITION ON ASSEMBLY BILL (AB) 1848
(LACKEY) AND AN OPPOSE UNLESS AMENDED POSITION ON AB 1964 (FRAZIER)

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 oppose position on AB 1848 (Lackey) and a new oppose unless amended position on AB 1964 (Frazier); and

WHEREAS, At its February 11, 2019 meeting, the Board reviewed and discussed AB 1848 (Lackey) and AB 1964 (Frazier); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts an oppose position on AB 1848 (Lackey) and an oppose unless amended position on AB 1964 (Frazier); and be it further

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

Attachment:
1. Table 1

State Legislation - February 2020

(Updated February 4, 2020)

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

February 21 is the last day to submit new bills this session so we expect an uptick in legislative activity over the next several weeks.

Staff is recommending a new oppose position on Assembly Bill (AB) 1848 (Lackey), a new oppose unless amended position on AB 1964 (Frazier), and new watch positions on AB 1350 (Gonzalez), AB 2012 (Chu), and AB 2057 (Chiu) as show in **Table 1**.

Table 2 provides updates on AB 40 (Ting), Senate Bill (SB) 50 (Wiener), and SB 278 (Beall), on which the Transportation Authority has previously taken positions this session.

Table 3 shows the status of active bills as of the beginning of 2020 on which the Board has already taken a position.

Table 1. New Recommended Positions

Recommended Positions	Bill # Author	Title and Update
Watch	AB 1350 Gonzalez D	<p>Free youth transit passes: eligibility for state funding.</p> <p>This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs, which serves as the basis for these sources' formula distribution to operators.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) already has a Free Muni for Youth program for low- and moderate- income students, and a \$40 transit pass discount for all youth. We do not have a cost estimate of what it would take to extend the program to all students but are concerned that the bill does not currently identify funding that would offset lost fare revenue.</p>
Oppose	AB 1848 Lackey R	<p>High-speed rail: Metrolink commuter rail system.</p> <p>In 2008, voters approved a \$10 billion general obligation bond to develop and implement a high-speed rail system in the state. This bill would appropriate \$4 billion of remaining high-speed rail bond revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system. The project's current business plan would have directed most of this funding to a segment connecting San Francisco to the Central Valley segment that is currently under construction.</p> <p>We are recommending an oppose position to maintain the funding for the Northern California project segment, which includes the Peninsula and extension of high-speed rail to the Salesforce Transit Center in downtown San Francisco.</p>
Oppose Unless Amended	AB 1964 Frazier D	<p>Autonomous vehicles.</p> <p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an "autonomous vehicle" for this purpose as any vehicle equipped with autonomous technology that has been integrated into the vehicle. This bill would</p>

		<p>expand the definition of the term “autonomous vehicle” to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle.</p> <p>This bill would effectively authorize the testing of remote-controlled vehicles on public roads, similar to what autonomous vehicles have today. We are seeking amendments requiring that prior to on-road testing there is consultation with local agencies about public safety measures (e.g. how the vehicle should respond to a collision, how it should navigate bike lanes and curbside access, how it responds to law enforcement). Amendments should also require reporting to local agencies about any on-road incidents or operational failures during testing. We have reached out to SFMTA staff for input on this bill when they are able to review it.</p>
Watch	AB 2012 Chiu D	<p>Free senior transit passes: eligibility for state funding.</p> <p>Similar to AB 1035 (Gonzalez) above, this bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs, which serves as the basis for these sources’ formula distribution to operators.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) already provides free transit passes for low- and moderate- income seniors, and seniors of all incomes are eligible to receive a \$40 discount on a monthly pass. We do not have a cost estimate of what it would take to extend the free program to all students but are concerned that the bill does not currently identify funding that would offset lost fare revenue.</p>
Watch	AB 2057 Chiu D	<p>San Francisco Bay Area: public transportation.</p> <p>This is currently a spot bill, which specifies the author's intent to put in place reforms to make the region's transit system easier to use with a more seamless experience for transit riders. Assemblymember Chiu is working with Seamless Bay Area, a nonprofit sponsor of the legislation, as well as with public agencies and other stakeholders on substantive language for the bill which will be introduced at a later date.</p> <p>Based on our conversations with the author and Seamless Bay Area, we expect that this bill will establish a commission to study the region's existing transit system and transportation governance, with an eye toward recommending institutional reforms. This may include establishing a Transportation Network Manager or Planner similar to what is being contemplated as part of SB 278 (Beall), which would coordinate transit operations and expansion across the region. We support the goal of improving the transit experience in the Bay Area, and will work with the author and Seamless Bay Area to help create a commission that appropriately represents urban core communities and the largest transit operators (e.g. Muni and BART alone carry over 70% of the region’s transit trips), and low-income, disabled, and otherwise disadvantaged communities.</p> <p>Seamless Bay Area has asked the Board to adopt a set of seamless transit principles, which are intended to help the region pursue a seamlessly integrated, world-class transit system. We are working with our partners to review the</p>

		principles and anticipate bringing a recommendation to the CAC on the Seamless Bay Area principles later this month and to the Board for action in March.
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Table 2. Notable Updates on Bills in the 2019-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support	AB 40 Ting D	<p>Air Quality Improvement Program: Clean Vehicle Rebate Project (CVRP).</p> <p>This legislation as initially proposed would have required the California Air Resources Board (ARB) to develop a comprehensive strategy by January 1, 2021 to ensure that all new vehicles are zero-emission by 2040. Late last year, it was amended to instead 1) declare the state policy of placing at least 5 million zero-emission vehicles on state roads by 2030 and 10 million by 2035 and 2) limit eligibility for the CVRP to only those vehicles manufactured by companies that have entered into a specified agreement with ARB to maintain and increase reductions in greenhouse gas emissions. In response to the Trump Administration's July 2019 withdraw of California's authority to set its own stricter vehicle emission standards, a consortium of automakers and California agreed on a voluntary framework to reduce emissions, including Ford, Honda, BMW, and Volkswagen. This bill would have made CVRP rebates available only to purchasers of vehicles manufactured by automakers that agreed to that framework, meaning purchasers of ZEVs from other carmakers would not be eligible for the state's rebate program.</p> <p>The bill did not meet the Jan 31 statutory deadline and is therefore dead, however the Governor is expected to take this up again this year. Other public bodies throughout the state are considering similar restrictions on fleet purchases and pass-through incentive programs. In January, the Bay Area Air Quality Management District directed staff to develop such a policy and will consider adopting it in March.</p>
Oppose Unless Amended	SB 50 Wiener D	<p>Planning and zoning: housing development: streamlined approval: incentives.</p> <p>At its December 10, 2019 meeting, the Board adopted an oppose unless amended position on SB 50, a bill that would, among other things, establish by-right housing height and density standards near high-quality transit. The Board directed staff to seek either amendments to SB 50 or a companion bill that would provide funding for increased transportation capacity, infrastructure projects, and planning support in order to accommodate the increased transit demand induced by new development. However, the bill did not meet the January 31 statutory deadline for two-year bills to leave their house of origin and is therefore dead.</p> <p>The State Legislature and the Governor's Office have indicated their intent to continue to focus this year on addressing the housing and homelessness crisis. We anticipate another attempt to pass these types of reforms before the end of the legislative session.</p>
Watch	SB 278 Beall D	<p>Metropolitan Transportation Commission.</p> <p>This bill is currently a placeholder, which the author intends to amend at a later date to establish a regional transportation measure for the nine county Bay Area.</p>

	<p>We are working with San Francisco agencies and other stakeholders to ensure the bill's policies and expenditure plan will promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system. In particular, we are advocating for the measure to support San Francisco's priorities such as a regional means-based fare program, BART and Muni core capacity programs, transit operations, as well as other key projects such as the Downtown Extension and US 101/I-280 Express Lanes with Bus Service.</p> <p>A number of advocacy coalitions, including FASTER Bay Area and Voices for Public Transportation, support including transit governance and planning reforms in SB 278. Similar to AB 2057 (Chiu), the intent is to ensure that the revenues are used to help create a more seamless and equitable network as well as to create a Transit Network Planner role to establish coordination leadership between existing transit agencies.</p> <p>The region is currently discussing both this potential regional transportation revenue measure and a potential housing revenue measure (as authorized last year through AB 1487 (Chiu)) for the ballot in November 2020. Recent polling has shown that two revenue measures on the ballot simultaneously would struggle to reach the required two-thirds voter support threshold, but a single measure with an expenditure plan that included both transportation and housing would come within the margin of error of achieving two-thirds. At their January 30th and 31st workshops, the MTC Commission and ABAG Executive Board were interested in exploring the possibility of a single revenue measure, to be authorized by SB 278, and dividing the anticipated revenues between transportation and housing projects. The FASTER Bay Area proponents and housing advocates are meeting to discuss this possibility, and what the details of a joint measure could look like, including proportionate shares, administrative body, and the structure of the expenditure plan.</p> <p>We will continue to engage with our partner agencies and local and regional stakeholders to provide our feedback on all aspects of this bill. The timeline to get measures on the November 2020 ballot is tight and a big lift for a revenue measure. Recognizing this, the MTC/ABAG representatives at last week's workshop supporting continued development of a housing-only measure (likely a general obligation bond) in case SB 278 does not advance. Similarly, we are also working with Caltrain, the City/SFMTA, and the two other Caltrain member counties (San Mateo and Santa Clara), on a possible 1/8-cent sales tax on the November 2020 ballot, if another regional transportation measure (FASTER) doesn't seek the same ballot. The sales tax authority was provided by SB 797 (Hill), approved in 2017.</p>
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Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 2/3/2020)
Support	AB 40 Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project	Dead (amended then held in Assembly Transportation)
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead (held in Assembly Appropriations)
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary Committee
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: motorized carrying devices.	Passed from Assembly to Senate Rules
	AB 1112 Friedman D	Shared mobility devices: local regulation.	Senate Transportation
	SB 50 Wiener D	Planning and zoning: housing development: streamlined approval: incentives.	Dead (amended then failed in Senate)
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Dead (held in Assembly Transportation)
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead (held in 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. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2019. Bill status at a House's "Desk" means it is pending referral to a Committee.



RESOLUTION APPROVING THE 2020 STATE AND FEDERAL LEGISLATION PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2020 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, County Transportation Agencies, and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City of San Francisco, and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its January 22, 2020 meeting, the Citizens Advisory Committee was briefed on the proposed 2020 State and Federal Legislative Program and unanimously adopted a motion of support for its adoption; , now, therefore be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2020 State and Federal Legislative Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2020 State and Federal Legislative Program

Attachment 1
 San Francisco County Transportation Authority
 Draft 2020 State and Federal Legislative Program

STATE		
Area	Goal	Strategy
1. Funding	<p>a. Protect transportation funding</p> <p>b. Enact new revenue and financing measures for transportation</p> <p>c. Secure cap-and-trade revenues for transportation</p>	<ul style="list-style-type: none"> • Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes. • Educate public about transportation projects funded by state programs and their associated benefits. • Support efforts to raise additional dedicated transportation revenue to address ongoing funding shortfalls for both capital projects and operations. • Support efforts to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund capital projects and operations. This includes amendments to existing statutes that may make existing revenue options more feasible. • Partner with local agencies and other stakeholders to advance San Francisco’s priorities in the development and implementation of potential regional transportation funding measures. • Continue to monitor and, as appropriate, provide input into the next phase of the California Road Charge Pilot Program. • Maintain funding for current transportation and affordable housing programs and seek opportunities to direct additional cap-and-trade funds to them. • Advocate for the dedication of a significant portion of future cap-and-trade expenditure plans to transportation and to San Francisco’s investment priorities (e.g. transit expansion, transit operations, electric vehicle (EV) infrastructure).

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STATE		
Area	Goal	Strategy
	d. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> • Advocate for using factors that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage. • Advocate to either broaden the state definition of disadvantaged communities to better align with San Francisco’s communities of concern or allow use of alternative definitions (e.g. a regional transportation planning agency’s (e.g. MTC’s) instead.
	e. Improve implementation of state grant programs (e.g. cap-and-trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> • Advocate for grant application and allocation processes that are clear, streamlined, and flexible. • Advocate for a stronger role for regional and local governments in prioritizing local and regional projects for funding.
	f. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> • Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation projects from 66.67% to 55% or a simple majority.
2. Policy Initiatives	a. Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Support efforts to improve safety for all road users, including supporting bills that advance complete streets, provide municipalities the flexibility to reduce speed limits, and authorize automated speed enforcement.
	b. Support the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> • Support funding and authorization, as needed, for study, piloting, and implementation of innovative mobility management such as tolling infrastructure, transportation and housing affordability programs, bike and car share initiatives, and additional autonomous shuttle pilot.

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STATE		
Area	Goal	Strategy
	c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies	<ul style="list-style-type: none"> • Support new legislation that promotes innovative TDM strategies such as authorizing area-wide congestion pricing pilot programs. • Seek state authorization for a reservation system on the crooked portion of Lombard Street. • Support MTC’s efforts to strengthen enforcement of High Occupancy Vehicle lanes.
	d. Ensure the implementation of emerging mobility innovations (e.g. Transportation Network Companies (TNCs), scooters, autonomous vehicles) is consistent with other city priorities	<ul style="list-style-type: none"> • Ensure they are regulated and deployed in a way that balances their benefits and impacts and ensures safety, equity, and accessibility. • Seek authorization for local regulation of certain aspects of emerging mobility, where appropriate (e.g. operational standards, local mitigation fees). • Advocate to require access to critical data for local and regional governments (e.g. open Application Programming Interfaces) for planning purposes. • Continue to support efforts to develop and implement requirements for TNCs’ greenhouse gas emissions and accessibility (e.g. The California Air Resources Board’s Clean Mile Standard and the California Public Utilities Commission’s TNC Access for All initiatives).
	e. Advance the adoption and integration of EVs in a manner consistent with other city priorities	<ul style="list-style-type: none"> • Advocate for EV legislation to be equitable and consistent with San Francisco’s other mobility policies (e.g. transit-first, emerging mobility). • Support funding opportunities for EV infrastructure planning, promotion, and deployment. • Support financial incentives for replacing combustion engine vehicles with EVs or non-auto modes, especially for low income individuals.

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STATE		
Area	Goal	Strategy
	f. Advance measures to increase production of affordable housing as well as supportive planning, infrastructure, and services	<ul style="list-style-type: none"> • Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation. • Support efforts to establish new, dedicated state and regional funding for affordable housing. • Support legislative efforts to incentivize and reduce barriers to the construction of new housing, in particular affordable and moderate rate housing, that are consistent with San Francisco’s growth strategy and provides necessary support for related infrastructure and transit service needs.
	g. Advance legislative actions in support of other city policy goals	<ul style="list-style-type: none"> • Support efforts to advance a more seamless, integrated public transit system in the Bay Area with integrated transit fares to benefit both low-income transit riders and attract new riders to the system. • Support Bay Area transit operators in securing authorization to prevent fraud-related fare revenue loss by allowing ZIP code authentication at Clipper vending machines. • Support state efforts to limit near-term impacts of the federal Safer Affordable Fuel Efficient (SAFE) Vehicles Rule until the state’s pending federal lawsuits are resolved. This could include extending the state requirement that regions adopt new Transportation Improvement Programs so as not to stall thousands of federally funded transportation projects across the state. • With other County Transportation Agencies (CTAs), engage in efforts to modernize Congestion Management Program regulations to support key policies and reinforce CTAs’ role in state, regional, and local transportation planning and funding.

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STATE		
Area	Goal	Strategy
3. High-Speed Rail (HSR)	Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose	<ul style="list-style-type: none"> • Work with partner agencies to advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities. • Advocate for funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.

FEDERAL		
Area	Goal	Strategy
1. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Ensure Congress appropriates funding consistent with the amounts authorized in the Fixing America’s Surface Transportation (FAST) Act. • Advocate for San Francisco priorities in the reauthorization of the federal surface transportation bill, which expires in September 2020. • Retain a strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit. • Support study and piloting of innovative approaches to transportation challenges such as road usage charges, technology demonstration, and alternative project delivery methods.

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FEDERAL		
Area	Goal	Strategy
	<p>b. Secure federal appropriations for San Francisco’s Core Capacity and New and Small Starts priorities</p>	<ul style="list-style-type: none"> • Advocate that Congress approves annual Core Capacity appropriations consistent with the Full Funding Grant Agreement for the Caltrain Modernization project. • Seek entry of Geary Boulevard Bus Rapid Transit project into the Federal Transit Administration Capital Investment Grant Program. • Work with local and regional partners to position San Francisco’s priority projects for other competitive federal funding programs, including the BART and Muni Core Capacity Programs and the Caltrain Downtown Extension.
2. Transportation Policy Initiatives	<p>a. Advance autonomous vehicle regulations that advance safety and facilitate local evaluation of their performance</p> <p>b. Address the impacts of shared mobility services (e.g. TNCs, private transit shuttles, scooters) and ensure their safety, equity and accessibility</p> <p>c. Preserve and expand pre-tax commuter benefits on par with parking benefits</p>	<ul style="list-style-type: none"> • Participate in efforts to develop a policy framework for their testing, deployment, and regulation. • Partner with state and local governments to advocate for evidence-based regulations that preserve the ability of jurisdictions to appropriately oversee their safe operation and ensure the availability of collected data. • Contribute to the development of legislation and funding programs that balances their benefits and impacts, provides for state and local regulation, and secures access to critical data. • Support federal funding of pilot projects that include a robust analysis of outcomes to inform future investment and regulation. • Defend the pre-tax commuter and employer benefit for transit and bicycling. • Advocate to expand pre-tax benefits for other non-single occupancy vehicle modes such as bikeshare and private transit services.

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FEDERAL		
Area	Goal	Strategy
	d. Advance regulatory actions in support of other city policy goals	<ul style="list-style-type: none"> • Support state agencies' advocacy efforts to reinstate California's ability to set the state's own vehicle fuel efficiency standards, independent of federal standards. • Monitor other potential regulation activities (e.g. mobile applications, privacy protection) that would impact San Francisco's range of transportation services.

STATE AND FEDERAL (Project Delivery and Administration)		
Area	Goal	Strategy
1. Project Delivery	a. Expand use of innovative project delivery strategies for transportation infrastructure b. Seek integrated state and federal environmental impact studies and streamlined permitting	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects. • Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA). • Advocate for more efficient environmental processes (both CEQA and NEPA) to reduce administrative inefficiencies, expedite project delivery, and reduce costs. • Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.
2. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative requirements when multiple fund sources are used on a single project. • Oppose legislation and regulations that constrain our ability to efficiently and effectively contract for goods and services, conduct business. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.



Memorandum

AGENDA ITEM 6

DATE: February 3, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 2/11/20 Board Meeting: Approval of the 2020 State and Federal Legislative Program

RECOMMENDATION Information Action

Approve the 2020 State and Federal Legislative Program

SUMMARY

Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2020 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners and focuses on advancing San Francisco's priority projects, protecting existing transportation funds, authorizing new revenues, engaging in the regulation of new transportation technologies, expanding the use of pricing and other innovative project delivery and financing approaches, and advancing the City's Vision Zero goals.

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

DISCUSSION

Background.

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and our legislative advocacy consultant in Sacramento will use this program to plan strategy and communicate positions to the City's legislative delegations in Sacramento and Washington D.C. and other transportation agencies and advocates.



The proposed 2020 State and Federal Legislative Program reflects key principles gathered from our common positions with the San Francisco Municipal Transportation Agency (SFMTA), the Mayor's Office, city agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority and developing recommendations for positions as appropriate.

Our 2020 State and Federal Legislative Program continues many of the themes from the previous year and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. Highlights are below.

State Advocacy.

State Transportation Funding. Similar to 2019, we do not anticipate proposals for any significant new state transportation funding measures this year given the passage of SB 1 in 2017, which provided significant new annual revenues for transportation capital projects and operations. We will continue looking for ways to better align existing state funding programs with San Francisco's priorities. This includes supporting the SFMTA's and other transit operators' effort to expand or broaden eligibility of existing state funds to help convert bus fleets, consistent with the state's Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emission by 2040.

Climate Goals. In October 2019, Governor Newsom issued an executive order calling for transportation funding to align with state goals on climate and the environment, specifically to help reduce driving. Whether he means to introduce new funding opportunities and/or realign current programs with his new vision, we will be an active participant in the development of any new policy.

Vision Zero. This year we will continue to work with the SFMTA and other city agencies to advance San Francisco toward Vision Zero goals. In January, the California State Transportation Agency released its report of findings from the Zero Traffic Fatalities Task Force, which includes recommendations to develop a different approach to setting speed limits, to improve the process for approving complete street design and construction, and to consider authorizing automated speed enforcement as a supplement to existing law enforcement. We will track bills introduced that support the findings of this report.

Emerging Mobility and Innovative Strategies. With respect to new transportation technology and innovative strategies, we expect that the rise of emerging mobility services will continue to produce legislation. The State Legislature is currently holding joint hearings and has sought testimony from local governments and industry representatives about regulations and



data privacy considerations with regard to new mobility. The bills from last year (e.g. AB 1112 (Friedman)) are likely to return, and we will stay engaged as new ones emerge. We will advocate for policies that balance their benefits and impacts; ensure safety, equity, and accessibility; ensure local access to data to support local planning and regulation of local requirements, where appropriate. We will also support a potential renewal of Assemblymember Bloom's effort to establish a congestion pricing pilot program and work to educate Legislators about our own Downtown Congestion Pricing Study.

Lombard Crooked Street Reservation Program. At the end of the 2019 legislative session, the Governor vetoed AB 1605 (Ting), which would have authorized the San Francisco Board of Supervisors to implement a pilot paid reservation system on the Lombard Crooked Street. Our 2018 study demonstrated that a paid reservation system would be most effective at managing traffic on the street and would have generated revenues to cover the program costs. We are working with Supervisor Stefani's office, Assemblymember Ting's office, and the Governor's office to consider legislation authorizing a pilot no-fee reservation system.

Fuel Efficiency Standards. In 2019, the Trump Administration imposed the federal Safer Affordable Fuel Efficient (SAFE) Vehicles Rule which lowered federal emission goals for new automobiles and eliminated California's ability to set its own regulations. This weakened a key California greenhouse gas reduction strategy and also, in the short- to medium-term, froze the Federal Highway Administration's ability to approve new funding or environmental documents for projects that have air-quality impacts (typically large capital projects such as rail extensions and the express lanes). We will support state efforts to limit impacts of the Rule, which could include state legislation to extend the state requirement that regions adopt new Transportation Improvement Programs every two years. Without such legislation, thousands of federally funded transportation projects across the state, hundreds in the Bay Area alone, would not be able to move forward.

Housing. The State Legislature and the Governor's Office have indicated their intent to continue to focus this year on addressing the housing and homelessness crisis. We expect to see renewals of 2019's efforts to increase revenues, streamline environmental review and permitting processes for housing, enact zoning standards near transit, and establish new redevelopment-like tools to help accelerate the production of moderate and affordable housing. See related state and federal legislative item on this same agenda for an update on SB 50 (Wiener), a bill that would, among other things, establish by-right housing height and density standards near high-quality transit. The bill failed to get out of Senate committee last Friday and is no longer active this session.

Bay Area Legislation - Regional Transportation Revenue Measure, Transit Coordination. With respect to state legislation focused on the Bay Area specifically, we will actively participate in the development of SB 278 (Beall) which is intended to establish a regional transportation measure for the nine county Bay Area. We are working with San Francisco agencies and other stakeholders to ensure the bill's policies and expenditure plan will



promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system. In particular, we are advocating for the measure to support San Francisco's priorities such as a regional means-based fare program, BART and Muni Core Capacity Programs, transit operations, as well as other key projects such as the Downtown Extension and US 101/I-280 Express Lanes with Bus Service. Relatedly, we are also working with Caltrain, the City/SFMTA, and the two other Caltrain member counties (San Mateo and Santa Clara), on a possible 1/8-cent sales tax on the November 2020 ballot, if another regional transportation measure (e.g. FASTER) doesn't seek the same ballot. The sales tax authority was provided by SB 797 (Hill), approved in 2017.

Seamless Bay Area is a non-profit organization whose mission is to transform the Bay Area's public transit system into a more widely used system through policy reforms. The group is sponsoring AB 2057 (Chiu), currently a spot bill, with the intent to establish a state-sanctioned commission to study the Bay Area's 27 transit systems, establish policy direction, set goals to help create a more seamless and equitable network, and create a Transit Network Manager role to establish leadership to coordinate between the existing transit agencies. We will continue to engage with our partner agencies and local and regional stakeholders to provide our feedback on Seamless Bay Area's legislative proposal.

Federal Advocacy.

Transportation Appropriations. At the federal level, we will work to ensure that Congress appropriates funding consistent with the amounts authorized in the current federal transportation bill, known as the Fixing America's Surface Transportation (FAST) Act. Our advocacy will include ensuring the outstanding commitments to the Caltrain Modernization project are met, seeking additional funding to pilot innovative transportation approaches such as the Federal Transportation Administration's Mobility on Demand Sandbox Program, and position priority projects for federal funding, such as Geary Bus Rapid Transit, Muni and BART Core Capacity Programs, and the Caltrain Downtown Extension.

Reauthorization of the Federal Transportation Bill. Since the FAST Act expires on October 1, 2020, a primary focus will be to advocate for San Francisco's priorities in the new federal transportation bill. We are currently coordinating priorities with the SFMTA, MTC, ITS America, and others. Primary objectives include:

- Increase funding for formula programs (e.g. transit state of good repair, Surface Transportation Program) and capital investment grant programs (e.g. the transit Capital Investment Grant program);
- Provide new funding for demonstration programs that pilot new technology or new approaches to improving mobility such as congestion pricing;
- Identify new, sustainable, user-based revenues, such as an increase in the federal gas tax; and



- Seek new policies and programs consistent with the city's Vision Zero goals;
- Ensure new and existing programs take into consideration climate change impacts.

Emerging Mobility and Technology. We anticipate the federal government will continue to establish its role in regulating and funding emerging mobility and technologies, including autonomous vehicles and shared mobility services (e.g. TNCs, private transit shuttles, and shared scooter and bike services). In 2019 Executive Director Chang was appointed as co-chair of the ITS America Smart Infrastructure Task Force, which provides an opportunity for her to lead national conversations on issues such as the introduction of autonomous vehicles and implementation of mobility on demand guidelines and funding programs. Our focus will be on advocating that the implementation of such programs first set clear goals, perform data-driven research to evaluate the public benefits and impacts of these emerging mobility services, maintain local and state regulatory roles, and mandate access to critical data for local and regional governments to ensure their safety, equity, and accessibility.

Vision Zero. In October 2019, House Representative Earl Blumenauer introduced the Vision Zero Act of 2019 that would allow federal transportation funding to be made available for communities to design and implement Vision Zero programs. We will monitor this legislation and will partner with the SFMTA to advocate at the state and federal level for policies consistent with San Francisco's Vision Zero efforts.

FINANCIAL IMPACT

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

CAC POSITION

The CAC was briefed on this item at its January 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 - Draft 2020 State and Federal Legislative Program

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RESOLUTION ALLOCATING \$5,832,072, WITH CONDITIONS, IN PROP K SALES TAX FUNDS FOR SEVEN REQUESTS

WHEREAS, The Transportation Authority received seven requests for a total of \$5,832,072 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Guideways - Muni, Advanced Technology and Information Systems (SFgo), Signals and Signs and Traffic Calming; and

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

WHEREAS, All seven of the requests are consistent with the Prop K Strategic Plan and the 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$5,832,072 in Prop K funds, with conditions, for seven projects, as described in Attachment 3 and detailed in the enclosed 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 Fiscal Year 2019/20 budget to accommodate the recommended actions; and

WHEREAS, At its January 22, 2020 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby allocates \$5,832,072 in Prop K Sales Tax Funds for seven requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be



in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan and the relevant 5YPPs; and be it further

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

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

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

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2019/20

Enclosure:

Prop K/Prop AA Allocation Request Forms (7)

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		District(s)	
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	22M	SFMTA	Islais Creek Bridge Catenary Reconstruction	\$ 1,032,072	\$ 5,560,000	78%	81%	10	
Prop K	32	SFMTA	Transit Signal Priority	\$ 2,320,000	\$ 35,456,204	80%	93%	1, 2, 5, 6, 8, 9	
Prop K	33	SFMTA	Traffic Sign Upgrades FY20	\$ 220,000	\$ 220,000	41%	0%	Citywide	
Prop K	33	SFMTA	Traffic Signal Hardware FY20	\$ 330,000	\$ 330,000	41%	0%	3, 5, 6, 7, 11	
Prop K	33	SFMTA	Traffic Signal Visibility Upgrades FY20	\$ 330,000	\$ 330,000	41%	0%	1, 2, 3, 4, 6, 7, 9, 10	
Prop K	33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 600,000	\$ 600,000	41%	0%	1, 2, 3, 5, 6, 7, 8, 9, 10	
Prop K	38	SFMTA	Schools Engineering Program FY20	\$ 1,000,000	\$ 1,000,000	51%	0%	Citywide	
TOTAL					\$ 5,832,072	\$ 43,496,204	78%	87%	

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
22M	SFMTA	Islais Creek Bridge Catenary Reconstruction	\$1,032,072	<p>The Third Street Bridge over Islais Creek, a moveable bridge (a.k.a. "bastule" bridge or "drawbridge"), is undergoing a \$25 million rehabilitation effort led by Public Works. In a separate but related project the SFMTA will construct necessary specialized upgrades to the overhead catenary system (OCS) that supplies traction power to the T-Third light rail line as it crosses the bridge. The work will include replacement of trolley wires, reconstructing and upgrading other OCS components, and modifying and reconstructing structural support frames. The project will increase reliability and reduce maintenance costs. Public Works and the SFMTA will conduct outreach (e.g. community meetings, mailings, project website) during construction to notify the public about the necessary 2-3 month bridge shutdown and plan for alternative bus service during the shutdown. The project will be open for use by June 2023.</p>
32	SFMTA	Transit Signal Priority	\$2,320,000	<p>Repair, replace, or install bus transit signal priority (TSP) devices and communications equipment on buses and at between 40 and 200 signalized intersections along bus routes citywide. Using Prop K funds, SFMTA expects to upgrade TSP equipment along the 7 Haight line, on 16th Street from Church to Mission, and along 4th Street, Geneva Avenue, Park Presidio, and Lombard Street. New TSP installations will be done on a route basis at intersections that were under construction at the time TSP equipment was first installed for the corridor. The project will improve vehicle management and travel time reliability, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs. All improvements funded by the subject request will be in service by March 2023.</p>
33	SFMTA	Traffic Sign Upgrades FY20	\$220,000	<p>Requested funds would replace street name signs, fluorescent yellow-green Pedestrian Crossing Ahead signs, and fluorescent yellow-green School Ahead crossing signs that are reaching the end of their useful lives. Upgrades will bring approximately 757 signs at 521 intersections up to current retroreflective standards, improving safety and visibility. See page 30 of the enclosure for candidate locations. SFMTA will prioritize locations in need of urgent replacement as determined through field reviews. All signs will be installed by December 2020.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
33	SFMTA	Traffic Signal Hardware FY20	\$330,000	Requested funds would replace accessible pedestrian signals (APS) and controller cabinets that are nearing the end of their useful lives at eight intersections throughout San Francisco. Replacing traffic signal hardware will help to maintain SFMTA's traffic signal assets in a state of good repair which is critical to ensuring a safe and reliable transportation system. See pages 53 and 54 of the enclosure for candidate locations. All improvements will be open for use by December 2020.
33	SFMTA	Traffic Signal Visibility Upgrades FY20	\$330,000	Requested funds would upgrade 8-inch signal heads to 12-inch signal heads at about 15 intersections throughout the city. Locations will be on multi-lane arterials with speed limits 30 MPH or higher where signal visibility could be improved using existing signal poles and/or where there is a history of right-angle collisions correctable by signal visibility improvements. See page 64 of the enclosure for the list of potential locations. All improvements will be open for use by December 2020.
33	SFMTA	Traffic Signal Upgrade Contract 36	\$600,000	Requested funds would support the design phase of traffic signal related upgrades at 19 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old signal infrastructure. Fifteen of the intersections are located on the Vision Zero High Injury Network. These signal upgrades will improve accessibility and safety for all road users. See page 73 of the enclosure for the list of potential locations. Design will be done by June 2021, with all improvements anticipated to be open for use by June 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Schools Engineering Program FY20	\$1,000,000	<p>Funds will support the SFMTA's school engineering program within San Francisco's Safe Routes to School program. The three focus areas of work include: (1) Traffic Operations Program for new and upgraded signage and pavement/ curb markings at up to 35 school sites citywide with approximately 100 measures constructed; (2) School Loading Zone Traffic Calming Program to evaluate up to 15 school sites with approximately 30 traffic calming measures constructed (two per school site) on residential streets where school loading zones are present; and, (3) School Walk Audit Program to identify safety improvements at up to five schools through a collaborative planning process and to implement about 30 lower-cost and quick to implement recommendations. In general, SFMTA will install the following measures through this project: speed humps, raised crosswalks, signal modifications, and paint and sign upgrades. See page 88 of the enclosure for the list of locations funded through the FY19 Prop K grant. The full scope of the FY20 project is anticipated to be open for use by September 2021.</p>
TOTAL			\$5,832,072	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
22M	SFMTA	Islais Creek Bridge Catenary Reconstruction	\$ 1,032,072	Deliverable: Prior to the start of construction (i.e. by September 2020) SFMTA will provide a detailed work plan and budget for alternative bus service during bridge shutdowns due to construction work.
32	SFMTA	Transit Signal Priority	\$ 2,320,000	Deliverable: A before/after study evaluating the effectiveness of the TSP improvements funded by this project.
33	SFMTA	Traffic Sign Upgrades FY20	\$ 220,000	
33	SFMTA	Traffic Signal Hardware FY20	\$ 330,000	
33	SFMTA	Traffic Signal Visibility Upgrades FY20	\$ 330,000	
33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 600,000	
38	SFMTA	Schools Engineering Program FY20	\$ 1,000,000	Multi-phase Allocation: We are recommending a multi-phase allocation given the overlapping schedule of the planning, design and construction phases at different school locations.
TOTAL			\$5,832,072	

Attachment 3: Staff Recommendations¹

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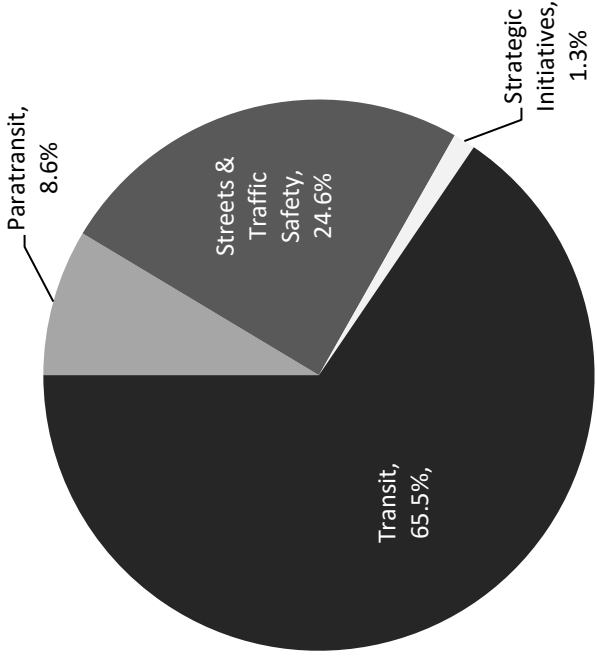
¹ See Attachment 1 for footnotes.

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

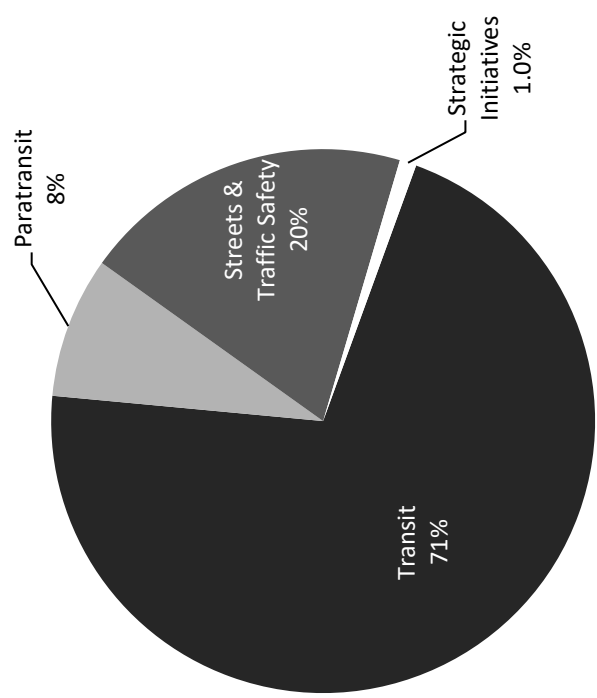
PROP K SALES TAX		\$40,000	\$25,000	\$15,000				
Total		FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 67,276,736	\$ 22,481,940	\$ 29,952,456	\$ 6,052,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Current Request(s)	\$ 5,832,072	\$ 403,475	\$ 3,086,525	\$ 1,678,072	\$ 664,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 73,108,808	\$ 22,885,415	\$ 33,038,981	\$ 7,731,046	\$ 3,354,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500

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

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



Prop K Investments To Date





Memorandum

AGENDA ITEM 7

DATE: January 16, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 2/11/2020 Board Meeting: Allocate \$5,832,072, with conditions, in Prop K Sales Tax Funds for Seven Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$5,832,072 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Islais Creek Bridge Catenary Reconstruction (\$1,032,072) 2. Transit Signal Priority (\$2,320,000) 3. Traffic Sign Upgrades FY20 (\$220,000) 4. Traffic Signal Hardware FY20 (\$330,000) 5. Traffic Signal Visibility Upgrades FY20 (\$330,000) 6. Traffic Signal Upgrade Contract 36 (\$600,000) 7. Schools Engineering Program FY20 (\$1,000,000) <p>SUMMARY</p> <p>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 type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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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 enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$5,832,072 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.



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

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

CAC POSITION

The CAC was briefed on this item at its January 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Enclosure - Allocation Request Forms (7)

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RESOLUTION ADOPTING THE FISCAL YEAR 2020/21 TRANSPORTATION FUND FOR CLEAN AIR LOCAL EXPENDITURE CRITERIA

WHEREAS, The Transportation Fund for Clean Air (TFCA) Program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area and forty percent of the revenues collected are available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions; and

WHEREAS, The Transportation Authority is the designated Program Manager for the Transportation Fund for Clean Air (TFCA) Program; and

WHEREAS, The passage of Assembly Bill 434 required that the designated Program Manager annually adopt criteria establishing a set of priorities for expenditure of funds for certain types of projects; and

WHEREAS, Drawing on the agency's past experience as the Program Manager for TFCA and after seeking input from the agency's technical working group, Transportation Authority staff developed the attached draft Fiscal Year 2020/21 TFCA Local Expenditure Criteria; and

WHEREAS, At its January 22, 2020 meeting, the Citizens Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Fiscal Year 2020/21 TFCA Local Expenditure Criteria; and be it further

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



Attachment:

FY 2020/21 TFCA Local Expenditure Criteria

Enclosure:

County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2021

Attachment 1
Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA)
DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2020/21 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2021. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2020/21 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2020/21 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2020, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

1. Project Type - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

2. Cost Effectiveness of Emissions Reduced– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NOx, PM, and CO₂ emissions. However, the Air District’s calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco’s 2013 *Climate Action Strategy*.

3. Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2021 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

4. Community Support – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor).

5. Benefits Communities of Concern – Priority will be given to projects that directly benefit Communities of Concern, whether the project is directly located in a Community of Concern (see map) or can demonstrate benefits to disadvantaged populations.

6. Investment from Non-Public Project Sponsors or Partners – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

7. Project Delivery Track Record – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.



Memorandum

AGENDA ITEM 8

DATE: January 15, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 2/11/2020 Board Meeting: Adopt Fiscal Year 2020/21 Transportation Fund for Clean Air Local Expenditure Criteria

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Fiscal Year (FY) 2020/21 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria</p> <p>SUMMARY</p> <p>The TFCA program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions, in accordance with the Air District’s Clean Air Plan. As the County Program Manager for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria to guide how projects will be prioritized for San Francisco’s share of TFCA funds. Our proposed FY 2020/21 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District’s TFCA policies for FY 2020/21. The criteria establish a prioritization methodology for applicant projects, including ranked project types, emission reduction benefits, program diversity, project readiness, and sponsor’s project delivery track record. Last year, the Board approved three new criteria to give higher priority to projects that benefit communities of concern, demonstrate community support, and, for projects with non-public entity applicants or partners, include commensurate non-public investments. Following Board approval of the criteria, we will issue the FY 2020/21 call for projects for approximately \$730,000.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and



greenhouse gas emission reduction goals. The Air District awards sixty percent of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e. bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated County Program Managers, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects. Each year the Air District adopts the County Program Manager Fund Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the County Program Manager Fund. The latest guidance document (Enclosure) includes policy changes that we have advocated for, such as modifying the cost-effectiveness eligibility limit (e.g. making it easier to qualify) for electric vehicle charging stations in multi-dwelling unit buildings, transit stations, and park-and-ride facilities to incentivize these projects and allowing the replacement of heavy-duty vehicles with light-duty vehicles, where such vehicles would be more appropriate.

As in past years, any public agency may be a project sponsor for a TFCA-funded project. Private entities may sponsor vehicle projects such as alternative-fuel vehicles and infrastructure projects, or partner with public agencies for all other project types.

Local Expenditure Criteria.

Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund most, if not all, of the projects that satisfy TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA County Program Manager Fund Guidance. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

Upon application, projects first undergo an eligibility screening. As in prior years, only projects that meet all of the Air District's TFCA eligibility requirements will be prioritized for funding using the Transportation Authority's Local Expenditure Criteria. The prioritization criteria include consideration of the following factors:

- Project type (e.g. highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g. ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Community Support
- Benefits Communities of Concern
- Investment from Non-Public Project Sponsors or Partners



- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects).

We continue to work with the Air District and other County Program Managers to improve the TFCA program's effectiveness at achieving air quality benefits, decrease its administrative burden, and allow the County Program Manager's more flexibility to address each county's unique air quality challenges and preferred methods of mitigating mobile source emissions.

Next Steps.

Following Board approval of the Local Expenditure Criteria, we will release the TFCA call for projects, anticipated by March 6, 2020. After reviewing and evaluating project applications, we anticipate presenting a recommended TFCA FY 2020/21 program of projects to the Citizens Advisory Committee in May and the Board in June 2020 for approval. Attachment 2 details the proposed schedule for the FY 2020/21 TFCA call for projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2019/20 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program approximately \$730,000 in local TFCA funds to eligible San Francisco projects and to receive about \$50,000 for ongoing administration of the TFCA program. These funds will be incorporated into the FY 2020/21 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

CAC POSITION

The CAC considered this item at its January 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft FY 2020/21 TFCA Local Expenditure Criteria
- Attachment 2 - Draft Schedule for FY 2020/21 TFCA Call for Projects
- Enclosure - County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2021

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2020/21 Transportation Fund for Clean Air

Draft Schedule for Fiscal Year 2020/21 TFCA Call for Projects*

Thursday, January 16, 2020	Technical Working Group - DISCUSSION Local Expenditure Criteria
Wednesday, January 22, 2020	Citizens Advisory Committee Meeting - ACTION Local Expenditure Criteria
Tuesday, February 11, 2020	Transportation Authority Board Meeting - PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 25, 2020	Transportation Authority Board Meeting - FINAL ACTION Local Expenditure Criteria
By Friday, March 6, 2020	Transportation Authority Issues TFCA Call for Projects
Friday, April 24, 2020	TFCA Applications Due to the Transportation Authority
Wednesday, May 27, 2020	Citizens Advisory Committee Meeting - ACTION TFCA staff recommendations
Tuesday, June 9, 2020	Transportation Authority Board Meeting - PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 23, 2020	Transportation Authority Board Meeting - FINAL ACTION TFCA staff recommendations
Sept 2020 (estimated)	Funds expected to be available to project sponsors

* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule (www.sfcta.org/agendas).



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE EIGHT PROJECT DELIVERY AGREEMENTS AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF STATE AND FEDERAL FUNDS FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT

WHEREAS, In September 2019, the California Transportation Commission (CTC) adopted the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines which require agencies with projects funded by Proposition 1B funds that have not advanced to the construction phase by December 31, 2019 to execute a Project Delivery Agreement (PDA) with the California Department of Transportation (Caltrans) by March 31, 2020; and

WHEREAS, The Local Bridge Seismic Retrofit Program (LBSRP) is administered by the CTC which proposed the revised guidelines in order to promote the completion of projects, and the PDA represents a commitment by the sponsor agency as to the scope, cost and delivery schedule for the project; and

WHEREAS, Agencies that do not comply with the guideline requirements will be restricted from seeking new obligations in the Caltrans Highway Bridge Program; and

WHEREAS, The Transportation Authority's Yerba Buena Island Westside Bridges Seismic Retrofit Project (Project) was listed as one of the projects requiring a PDA, and the Project requires eight separate PDAs as it was originally setup in the LBSRP as eight separate bridge projects; and

WHEREAS, The Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure, as well as seismically retrofitting one structure and relocating a column; and

WHEREAS, Construction of roadway projects on Yerba Buena Island is very complex, requiring significant coordination among a number of entities and projects, including the



United States Coast Guard, which is part of the Department of Homeland Security and is located on Yerba Buena Island; and

WHEREAS, The Project is one of several roadway construction projects on Yerba Buena Island, all of which need to be essentially completed before construction of the Project can start; and therefore, the Project is now scheduled with a conservative construction start date of September 2022 and end date of April 2026; and

WHEREAS, The Project will be delivered using the Construction Manager/General Contractor Project Delivery Method, approved through Resolution 18-42; and

WHEREAS, The Project is funded with Caltrans Highway Bridge Program funds, with matching funds provided from the state Proposition 1B and the Treasure Island Development Authority; and

WHEREAS, The PDAs will not have an impact on the adopted Fiscal Year 2019/20 budget and will provide compliance with the CTC Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to ensure the Project will receive the Highway Bridge Program and Proposition 1B funding; and

WHEREAS, At its January 22, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute eight PDAs and any amendments thereto with Caltrans for receipt of state and federal funds for the Project; and be it further

RESOLVED, That the Executive Director is authorized to modify non-material amendment terms and conditions.



**San Francisco
County Transportation
Authority**

BD021120

RESOLUTION NO. 20-XX

Attachment:

1. Project Delivery Agreements (8)

Attachment 1 Local Bridge Seismic Retrofit Program Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0001				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Retrofit Bridge 01CA0001 as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date		Baseline Agreement Date (OLD)	
Begin Design Date	8/10		8/10	
NEPA Completion Date	10/17		10/17	
Begin Right of Way Date	4/13		4/13	
Right of Way Certification Date	10/21		10/20	
100% PS&E Date	10/21		10/20	
Construction RFA Date	9/22		10/20	
End Construction Date	4/26		4/24	
Closeout Date	10/26		4/25	

Proposed Project Cost:	\$ 1,112,744					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction				985,112		
LBSRA/State Match						
Right of Way						
Construction				127,632		

District: 4	Bridge No.: 01CA0001
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program

Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0002				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Demolish Bridge 01CA0002 and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date		Baseline Agreement Date (OLD)	
Begin Design Date	8/10		8/10	
NEPA Completion Date	10/17		10/17	
Begin Right of Way Date	4/13		4/13	
Right of Way Certification Date	10/21		10/20	
100% PS&E Date	10/21		10/20	
Construction RFA Date	9/22		10/20	
End Construction Date	4/26		4/24	
Closeout Date	10/26		4/25	

Proposed Project Cost:	\$ 57,597,492					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way				148,867		
Construction				50,842,193		
LBSRA/State Match						
Right of Way				19,287		
Construction				6,587,145		

District: 4	Bridge No: 01CA0002
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program

Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0003				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Demolish Bridge 01CA0003 and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date		Baseline Agreement Date (OLD)	
Begin Design Date	8/10		8/10	
NEPA Completion Date	10/17		10/17	
Begin Right of Way Date	4/13		4/13	
Right of Way Certification Date	10/21		10/20	
100% PS&E Date	10/21		10/20	
Construction RFA Date	9/22		10/20	
End Construction Date	4/26		4/24	
Closeout Date	10/26		4/25	

Proposed Project Cost:	\$ 25,682,538					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way				189,318		
Construction				22,547,433		
LBSRA/State Match						
Right of Way				24,528		
Construction				2,921,259		

District: 4	Bridge No: 01CA0003
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program

Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0004				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Demolish Bridge 01CA0004 and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date		Baseline Agreement Date (OLD)	
Begin Design Date	8/10		8/10	
NEPA Completion Date	10/17		10/17	
Begin Right of Way Date	4/13		4/13	
Right of Way Certification Date	10/21		10/20	
100% PS&E Date	10/21		10/20	
Construction RFA Date	9/22		10/20	
End Construction Date	4/26		4/24	
Closeout Date	10/26		4/25	

Proposed Project Cost:	\$ 5,192,814					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction				4,597,198		
LBSRA/State Match						
Right of Way						
Construction				595,616		

District: 4	Bridge No.: 01CA0004
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program

Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0006				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Demolish Bridge 01CA0006 and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date		Baseline Agreement Date (OLD)	
Begin Design Date	8/10		8/10	
NEPA Completion Date	10/17		10/17	
Begin Right of Way Date	4/13		4/13	
Right of Way Certification Date	10/21		10/20	
100% PS&E Date	10/21		10/20	
Construction RFA Date	9/22		10/20	
End Construction Date	4/26		4/24	
Closeout Date	10/26		4/25	

Proposed Project Cost:	\$ 6,149,765					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction				5,444,387		
LBSRA/State Match						
Right of Way						
Construction				705,378		

District: 4	Bridge No: 01CA0006
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program

Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0007A				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Demolish Bridge 01CA0007A and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date	Baseline Agreement Date (OLD)
Begin Design Date	8/10	8/10
NEPA Completion Date	10/17	10/17
Begin Right of Way Date	4/13	4/13
Right of Way Certification Date	10/21	10/20
100% PS&E Date	10/21	10/20
Construction RFA Date	9/22	10/20
End Construction Date	4/26	4/24
Closeout Date	10/26	4/25

Proposed Project Cost:	\$ 816,005					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction				722,409		
LBSRA/State Match						
Right of Way						
Construction				93,596		

District: 4	Bridge No: 01CA0007A
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program

Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0007B				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	I-80 Westside Bridges Project - Demolish Bridge 01CA0007B and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date		Baseline Agreement Date (OLD)	
Begin Design Date	8/10		8/10	
NEPA Completion Date	10/17		10/17	
Begin Right of Way Date	4/13		4/13	
Right of Way Certification Date	10/21		10/20	
100% PS&E Date	10/21		10/20	
Construction RFA Date	9/22		10/20	
End Construction Date	4/26		4/24	
Closeout Date	10/26		4/25	

Proposed Project Cost:	\$ 1,075,661					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction				952,283		
LBSRA/State Match						
Right of Way						
Construction				123,378		

District: 4	Bridge No.: 01CA0007B
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date

Local Bridge Seismic Retrofit Program Project Delivery Agreement

Agency Information

Agency Name:	San Francisco County Transportation Authority
Contact Name:	Eric Cordoba, Deputy Director of Capital Projects
Phone:	(415) 522-4512
Email:	Eric.cordoba@sfcta.org

Project Information

Bridge No.	01CA0008				
District:	04				
Fed. Aid Project Number	STPLZ-6272(046)				
Project Title & Description:	<u>I-80 Westside Bridges Project</u> - Demolish Bridge 01CA0008 and construct replacement facilities as part of one larger construction contract that includes: Retrofit 1 Bridge and Replace 7 Bridges with Retaining Walls and Roadway Box Culvert Structure, and Roadway Realignment. Bridges included in the overall Project are: 01CA0001, 01CA0002, 01CA0003, 01CA0004, 01CA0006, 01CA0007A, 01CA0007B, and 01CA0008				
Project Benefit:	Seismic Retrofit				
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist
San Francisco	San Francisco	94103	12	17	11

Project Delivery Milestone	Current Project Delivery Date	Baseline Agreement Date (OLD)
Begin Design Date	8/10	8/10
NEPA Completion Date	10/17	10/17
Begin Right of Way Date	4/13	4/13
Right of Way Certification Date	10/21	10/20
100% PS&E Date	10/21	10/20
Construction RFA Date	9/22	10/20
End Construction Date	4/26	4/24
Closeout Date	10/26	4/25

Proposed Project Cost:	\$ 1,520,758					
Highway Bridge Program Funds	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction				1,346,327		
LBSRA/State Match						
Right of Way						
Construction				174,431		

District: 4	Bridge No: 01CA0008
Project Title: I-80 Westside Bridges Project	
<p>We acknowledge the scope, cost, and delivery schedule as identified above constitute the Project Delivery Dates, as agreed on _____, by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation for conformance with these dates in accordance with Local Bridge Seismic Retrofit Account Guidelines and Highway Bridge Program Advisory Committee procedures and policies. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phase of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines.</p>	
Tilly Chang, Executive Director San Francisco County Transportation Authority	_____ Date
RIHUI ZHANG Chief Division of Local Assistance Department of Transportation	_____ Date



Memorandum

AGENDA ITEM 9

DATE: January 15, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 02/11/2020 Board Meeting: Authorize the Executive Director to Execute Eight Project Delivery Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State and Federal Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project

RECOMMENDATION Information Action

Authorize the Executive Director to Execute Eight Project Delivery Agreements (PDAs) and Any Amendments Thereto with the California Department of Transportation (Caltrans) for Receipt of State and Federal Funds for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project

SUMMARY

We are seeking authorization to execute eight PDAs between our agency and Caltrans for receipt of state and federal funds for the YBI Westside Bridges Seismic Retrofit Project. Guidelines recently adopted by the California Transportation Commission (CTC) require agencies with projects funded by Proposition 1B Local Bridge Seismic Retrofit Program funds that have not advanced to construction by the end of 2019 to execute a PDA for the project by March 31, 2020. Agencies which do not comply with the guideline requirements will be restricted from seeking new obligations in Caltrans Highway Bridge Program. The PDAs represent a commitment by the project sponsor (our agency for the YBI Westside Bridge project) as to the scope, cost and delivery schedule.

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



DISCUSSION

Background.

In September 2019, the CTC adopted the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines which require agencies with projects funded by Proposition 1B funds that have not advanced to the construction phase by December 31, 2019 to execute a PDA with Caltrans by March 31, 2020. This Agreement represents a commitment by the agency as to the scope, cost and delivery schedule for the project. The Local Bridge Seismic Retrofit Program (LBSRP) is administered by the CTC which proposed the revised guidelines in order to promote the completion of projects. Our YBI Westside Bridges Seismic Retrofit Project (Project) was listed as one of the projects requiring a PDA. The Project requires eight separate PDAs as it was originally setup in the LBSRP as eight separate bridge projects. However, the bridges have recently been consolidated into one project under the Federal Highway Administration program.

The scope of the I-80/YBI Interchange Improvement Project includes two major components: the I-80/YBI Ramps Improvement Project and the YBI Westside Bridges Seismic Retrofit Project. The subject of this request is the YBI Westside Bridges Seismic Retrofit Project.

Project Background/Status.

The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and includes a column relocation. This project will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay).

Construction of roadway projects on YBI is very complex, requiring significant coordination among a number of entities and projects. One complicating factor is that the United States Coast Guard (USCG) station, which is part of the Department of Homeland Security, is located on YBI. In constructing and reconstructing roadways on YBI, the projects need to be well coordinated to ensure there are sufficient roadways available to provide adequate traffic circulation for the USCG, Caltrans, the Treasure Island Development Authority, Treasure Island Community Development (TICD), and the residents of Treasure Island.

The YBI Westside Bridges Seismic Retrofit Project is one of several roadway construction projects on YBI. The other major roadway construction projects include the Macalla Road Reconstruction Project, the Forest Road Detour Project, and the I-80/YBI Ramps Improvement Project, Phase 1 (Westbound Ramps Project - completed) and Phase 2 (Southgate Road Project -advertised for construction). TICD is the lead for the Macalla Road Reconstruction



Project and the Forest Road Detour Project, while we are the lead for the Westbound Ramps Project and the Southgate Road Realignment Project. All four of these projects need to be essentially completed before construction of the Westside Bridges Project can start (with a seven-month overlap of the Southgate Road Project). As such, the Westside Bridges Project is now scheduled with a conservative start date of September 2022. However, we will be monitoring the progress of the other projects, with a goal of advancing the start of construction of the Westside Bridges project, if at all possible.

In March 2018, through Resolution 18-42, the Board approved the Construction Manager/General Contractor (CM/GC) Project Delivery Method for this project. In October 2018, through Resolution 19-17, the Board awarded a professional services contract to Golden State Bridge/Obayashi Joint Venture for CM/GC preconstruction services and a contract amendment to WMH Corporation to complete design services. Construction of the project is scheduled to begin in fall 2022 and be completed by April 2026.

Schedule.

The planned project schedule is shown below.

Project Delivery Milestone	Completion Date
NEPA Completion Date	October 2017
Right of Way	October 2021
100% PS&E Date (Design)	October 2021
Construction Request for Authorization Date	September 2022
End Construction Date	April 2026
Closeout Date	April 2027

Funding/Cost.

The project is funded with Caltrans Highway Bridge Program (HBP) funds, with matching funds provided from the state Proposition 1B and the Treasure Island Development Authority.



Planned Project Funding/Cost			
Project Phase	LBSRP/Local Match Funding (11.47%)	Federal Funding (HBP) (88.53%)	Total Funding/ Cost per Phase
Preliminary Engineering	\$918,403	\$7,088,597	\$8,007,000
Right of Way	\$43,815	\$338,185	\$382,000
Construction	\$11,328,435	\$87,437,342	\$98,765,777
Total	\$12,290,653	\$94,864,124	\$107,154,777

Next Steps.

Following Board approval, we will forward the PDAs to Caltrans for signature and submit them to the CTC by the March 31, 2020 deadline.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2019/20 budget. Approval of the recommended action would provide compliance with the CTC Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to ensure we will receive the HBP and Proposition 1B funding.

CAC POSITION

The CAC was briefed on this item at its January 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Delivery Agreements (8)

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RESOLUTION EXECUTING AMENDMENT NO. 5 TO THE MEMORANDUM OF AGREEMENT WITH THE TREASURE ISLAND DEVELOPMENT AUTHORITY FOR YERBA BUENA ISLAND VISTA POINT OPERATION SERVICES TO INCREASE THE AMOUNT BY \$400,000 TO A TOTAL AMOUNT NOT TO EXCEED \$1,995,000, AND TO EXTEND THE AGREEMENT THROUGH JUNE 30, 2022, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY NON-MATERIAL AMENDMENT TERMS AND CONDITIONS, FOR OPERATIONS AND MAINTENANCE SERVICES FOR THE NEW VISTA POINT AT PIER E2

WHEREAS, As part of the San Francisco-Oakland Bay Bridge Eastern Span bicycle/pedestrian path extension from Oakland to Yerba Buena Island (YBI) in fall 2016, the Transportation Authority determined collectively with the Treasure Island Development Authority (TIDA), the California Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA), and the United States Coast Guard (USCG) that it would be advantageous to provide a trail landing at the Quarters 9 Vista Point improvements on YBI to improve safety for pedestrians and bicyclists; and

WHEREAS, These improvements were opened to the public in early May 2017 and provide a larger, more amenable Vista Point type setting, including but not limited to a hydration station, portable restrooms, bike racks, shuttle to/from Treasure Island and pedestrian crosswalk; and

WHEREAS, With the Vista Point improvements opened to the public, ongoing maintenance, security and operational activities are required; and

WHEREAS, In October 2016, through Resolution 17-08, the Transportation Authority approved a Memorandum of Agreement (MOA) with TIDA for it to utilize its existing resources to provide janitorial, landscape maintenance, security, transportation shuttle, and other services for the Vista Point area; and

WHEREAS, In October 2019, through Resolution 20-13, the Transportation Authority



approved Amendment No. 4 to the MOA to increase the total agreement amount to \$1,595,000 and extend the termination date to June 30, 2021 for continued operation services at the Quarters 9 Vista Point; and

WHEREAS, As part of the Bay Bridge East Span Seismic Safety Replacement Project and to prevent additional implosions of a remaining old bridge foundation near Pier E2, Caltrans incorporated the foundation into a New Vista Point at Pier E2 for public access, anticipated to open in spring 2020; and

WHEREAS, While Caltrans owns Pier E2, BATA and Caltrans have sought other stakeholders and partners for the successful long-term operations and maintenance of the Vista Point; and

WHEREAS, BATA is requesting that the Transportation Authority maintain and operate the New Vista Point at Pier E2 until the rehabilitation of the historic Torpedo building adjacent to the site is completed as part of the Southgate Road Realignment Project, which is expected by the end of 2021; and

WHEREAS, The services requested include maintenance of public furnishings including a communal table and seating, recycled old Bay Bridge handrails, landscaping and a signature tree, stormwater treatment facilities, a portable restroom, a site security gate to be opened and closed daily, daily security checks and response to incidents, trash and litter removal, and graffiti removal; and

WHEREAS, When the area is clear of construction activities, TIDA will assume operations and maintenance for the New Vista Point at Pier E2 with BATA funding reimbursement; and

WHEREAS, The proposed request will increase the total agreement amount by \$400,000 to a total amount not to exceed \$1,995,000 and extend the termination date to



June 30, 2022; and

WHEREAS, BATA has continued its commitment to support Vista Point operations and maintenance through a funding agreement for the Southgate Road Realignment Project, which was approved by BATA on December 11, 2019; and

WHEREAS, Remaining activities for Fiscal Year 2019/20 will be included in the Transportation Authority's mid-year budget amendment and sufficient funds will be included in future fiscal year budgets to cover the cost of the MOA; and

WHEREAS, At its January 22, 2020 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute Amendment No. 5 to the MOA with TIDA for YBI Vista Point operation services to increase the amount by \$400,000 to a total amount not to exceed \$1,995,000 and to extend the agreement through June 30, 2022, for operations and maintenance services for the New Vista Point at Pier E2; and be it further

RESOLVED, That the Executive Director is authorized to modify non-material amendment terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean agreement terms and conditions other than provisions related to the overall agreement amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 10

DATE: January 15, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 02/11/2020 Board Meeting: Execution of Amendment No. 5 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$400,000, to a Total Amount Not to Exceed \$1,995,000, and Extend the Agreement Through June 30, 2022 for Operations and Maintenance Services for the New Vista Point at Pier E2

RECOMMENDATION Information Action

- Execute Amendment No. 5 to the Memorandum of Agreement (MOA) with the Treasure Island Development Authority (TIDA) for the Yerba Buena Island (YBI) Vista Point Operation Services to increase the amount by \$400,000, to a total amount not to exceed \$1,995,000, and extend the agreement through June 30, 2022 for Operations and Maintenance Services for the New Vista Point at Pier E2
- Authorize the Executive Director to modify non-material amendment terms and conditions

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

SUMMARY

We have been working in collaboration with TIDA to operate and maintain the YBI Quarters 9 Vista Point since November 2016. At the October 22, 2019 meeting, the Board approved Amendment No. 4 to the MOA to increase the total agreement amount to \$1,595,000 and extend the termination date to June 30, 2021. The Bay Area Toll Authority (BATA) has subsequently requested that we provide similar operations and maintenances services on their new Vista Point at Pier E2 on YBI, anticipated to open in spring 2020.



DISCUSSION

Background.

As part of the new Bay Bridge Eastern Span bicycle/pedestrian path extension from Oakland to YBI in fall of 2016, we determined collectively with TIDA, Caltrans, BATA, and the United States Coast Guard that it would be advantageous to provide a trail landing at the Quarters 9 Vista Point improvements on YBI to improve safety for pedestrians and bicyclists. We designed and administered the construction of these improvements, which were opened to the public in early May 2017. These improvements provide a larger, more amenable vista point type setting including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk. The opening of Vista Point coincided with Caltrans' expansion of the hours of the bicycle/pedestrian path to weekdays as well as weekends. The Quarters 9 Vista Point is open the same hours as the bicycle/pedestrian path. With the Quarters 9 Vista Point improvements opened to the public, ongoing maintenance, security and operational activities are required.

As part of the Bay Bridge East Span Seismic Safety Replacement Project and to prevent additional implosions of a remaining old bridge foundation near Pier E2, Caltrans incorporated the foundation into a New Vista Point at Pier E2 for public access. While Caltrans owns Pier E2, BATA and Caltrans have sought other stakeholders and partners for the successful long-term operations and maintenance of the Vista Point, including us and TIDA. Initially, BATA had negotiated for TIDA to operate and maintain the site as the public access and pier since it would be consistent with TIDA's long-range plans to develop recreational opportunities in the area. However, over the next several years, we will be partly rehabilitating the historic Torpedo building adjacent to the site as part of environmental mitigation for the Southgate Road Realignment Project. All parties believe it would be best for our agency to maintain and operate the New Vista Point at Pier E2 until building rehabilitation is complete, which is expected by the end of 2021. Ultimately, when the area is clear of construction activities, TIDA will assume operations and maintenance for the New Vista Point at Pier E2 with BATA funding reimbursement.

Memorandum of Agreement.

In October 2016, through Resolution 17-08, our agency approved a MOA with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through June 30, 2017. Under the terms of the MOA, TIDA utilizes its existing resources to provide janitorial, landscape maintenance, security, transportation shuttle, and other services for the Vista Point area. The MOA was amended as of July 1, 2017 to increase the not to exceed amount to \$600,000; amended again as of July 1, 2018 to increase the not to exceed amount of \$955,000; amended again as of July 1, 2019 to extend the term of the MOA to October 31, 2019; and amended a fourth time as of November 1, 2019 to increase the not to exceed amount of \$1,595,000 and extend the term of the MOA to June 30, 2021. The services provided under the MOA have been fully funded by BATA's Seismic Retrofit funds programmed to the I-80 Westbound Ramps Project.

BATA is requesting that we provide Vista Point operations and maintenance at Pier E2 in accordance with environmental permit requirements from the San Francisco-Oakland Bay



Bridge East Span Seismic Safety Replacement Project. This includes maintenance of public furnishings including a communal table and seating, recycled old Bay Bridge handrails, landscaping and a signature tree, stormwater treatment facilities, a portable restroom, a site security gate to be opened and closed daily, daily security checks and response to incidents, trash and litter removal, and graffiti removal. Shuttle services to/from the site will be provided but are not initially funded as BATA desires to see the ridership levels before committing funding. These items are important to achieve the public use vision intended by Caltrans, BATA and TIDA. TIDA will continue to contract with Toolworks, Inc. and Rubicon Landscape, two vendors who participate in the One Treasure Island jobs program, which provides job opportunities for Treasure Island and San Francisco residents.

The proposed request will increase the total agreement amount by \$400,000 to a total amount not to exceed \$1,995,000 and extend the termination date to June 30, 2022. BATA has continued its commitment to support Vista Point operations and maintenance through our funding agreement for the Southgate Road Realignment Project. The funding agreement was approved by BATA on December 11, 2019.

FINANCIAL IMPACT

The operations and maintenance services for the New Vista Point at Pier E2, up to \$400,000, will be funded by BATA funds programmed to the Southgate Road Realignment Project. Remaining activities for Fiscal Year 2019/20 will be included in our mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets to cover the cost of the MOA.

CAC POSITION

The CAC was briefed on this item at its January 22, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

None



Memorandum

AGENDA ITEM 11

DATE: January 15, 2020
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 2/11/20 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 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) 2019/20 period ending December 31, 2019.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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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 20-23) 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 six months ending December 31, 2019, the numbers in the approved budget column are one-half of the total approved annual budget for Fiscal Year (FY) 2019/20, 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 six-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 December 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 December 31, 2019. Cash, deposits, investments, and restricted cash (Bonds Proceeds) total to \$190.3 million. Other assets total to \$30.4 million which mainly includes \$8.2 million of program receivable and \$12.0 million in sales tax receivable. Liabilities total \$317.9 million, as of December 31, 2019,



and mainly includes \$56.0 million in accounts payable, and sales tax revenue bond par and premium amount (Series 2017) of \$254.8 million.

There is a negative of \$100.1 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: \$81,580 is related to prepaid cost and deposits, \$18.6 million is restricted for capital projects and \$118.7 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. 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.

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

Attachment 2 compares budgeted to actual levels for revenues and expenditures for the first six months (two quarters) of the fiscal year. We earned \$70.7 million in revenues, including \$55.8 million in sales tax revenues, \$2.5 million in vehicle registration fee, \$1.0 million in investment income and \$11.3 million in total program revenues for the six months ending December 31, 2019. Total revenue was lower than the budget estimates by \$3.6 million is mainly due to the delay of Yerba Buena Island (YBI) Southgate Road Realignment Project which we expected the expenditures to begin during the 3rd quarter.

As of December 31, 2019, we incurred \$30.6 million of expenditures, including \$17.8 million in debt service cost for the Sales Tax Revenue Bonds and the revolving credit loan agreement, \$4.5 million for personnel and non-personnel expenditures, and \$8.2 million in capital project costs. Total expenditures were lower than the budgetary estimates by \$107.3 million. This amount mainly includes a net unfavorable variance of \$6.7 million for debt services costs, and a favorable variance of \$113.0 million in capital project costs. The net unfavorable variance of \$6.7 million in debt service costs is due to timing of the bond principal payment. The principal payment is made on an annual basis during this quarter and interest payments are made twice per year. The favorable variance of \$113.0 million in capital project costs includes \$8.3 million mainly related to the delay in expenditures for the YBI Southgate Road Realignment and 101/280 Carpool and Express Lane projects. The remaining \$99.7 million variances in capital project costs is mainly due to costs from project sponsors that have not yet been received for the first and second quarter. We anticipate a higher amount of reimbursement requests and expenditures in next quarter.

Investment Compliance.

As of December 31, 2019, approximately 82.4 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 six months. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

Debt Expenditure Compliance.

In June 2018, we entered into a 3 years Revolving Credit (loan) Agreement with State Street Public Lending Corporation and US Bank for a total amount of \$140 million. As of December 31, 2019, the we does not have any outstanding balance in the loan.

As of December 31, 2019, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$150.5 million and has not change since the previous quarter due to costs from project sponsors that have not yet been received. The available balance of remaining bond proceeds to be spent is \$53.5 million. Total earned interest to date from bond proceeds amounts to \$3.9 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.

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
- Attachment 4 - Debt Expenditure Report

	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	Total Governmental Funds
ASSETS						
Cash in bank	\$ 62,085,799	\$ -	\$ 1,992,220	\$ 19,505,758	\$ -	\$ 83,583,777
Deposits and investment with the City Treasurer	106,671,859	-	-	-	-	106,671,859
Sales tax receivable	12,034,716	-	-	-	-	12,034,716
Vehicle registration fee receivable	-	-	-	823,840	-	823,840
Interest receivable from the City & County of San Francisco	646,209	-	-	-	-	646,209
Program receivables	285,972	7,879,730	-	-	40,498	8,206,200
Receivable from the City & County of San Francisco	-	743,432	-	-	930,744	1,674,176
Other receivables	70,171	-	-	-	-	70,171
Due from other funds	6,813,404	-	-	-	-	6,813,404
Prepaid costs and deposits	81,580	-	-	-	-	81,580
Total Assets	\$ 188,689,710	\$ 8,623,162	\$ 1,992,220	\$ 20,329,598	\$ 971,242	\$ 220,605,932
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES						
Liabilities						
Accounts payable	\$ 9,725,453	\$ 603,489	\$ 44,293	\$ 238,478	\$ 25,964	\$ 10,637,677
Accounts payable to the City & County of San Francisco	42,519,046	-	57,684	2,798,582	-	45,375,312
Accrued salaries and taxes	322,386	-	-	-	-	322,386
Sales Tax Revenue Bond (Series 2017)	254,781,559	-	-	-	-	254,781,559
Due to other funds	-	5,780,153	432,744	173,271	427,236	6,813,404
Total Liabilities	\$ 307,348,444	\$ 6,383,642	\$ 534,721	\$ 3,210,331	\$ 453,200	\$ 317,930,338
Deferred Inflows of Resources						
Unavailable revenues	\$ -	\$ 2,239,520	\$ -	\$ -	\$ 518,042	\$ 2,757,562
Total deferred inflows of resources	\$ -	\$ 2,239,520	\$ -	\$ -	\$ 518,042	\$ 2,757,562
Fund Balances						
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	-	-	1,457,499	17,119,267	-	18,576,766
Unassigned	(118,740,314)	-	-	-	-	(118,740,314)
Total Fund Balances (Deficit)	\$ (118,658,734)	\$ -	\$ 1,457,499	\$ 17,119,267	\$ -	\$ (100,081,968)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 188,689,710	\$ 8,623,162	\$ 1,992,220	\$ 20,329,598	\$ 971,242	\$ 220,605,932



Attachment 2
Governmental Funds
Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
For the Six Months Ending December 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	Total Governmental Funds	Adopted Budget Fiscal Year 2019/20	Variance With Adopted Budget Positive (Negative)
REVENUES								
Sales tax	\$ 55,840,781	\$ -	\$ -	\$ -	\$ -	\$ 55,840,781	\$ 55,430,848	\$ 409,933
Vehicle registration fee	-	-	-	2,496,719	-	2,496,719	2,465,000	31,719
Investment Income	914,037	-	1,022	92,434	-	1,007,493	811,000	196,493
Program revenues	-	9,661,074	383,226	-	1,237,489	11,281,789	15,511,288	(4,229,499)
Other revenues	21,360	-	-	-	-	21,360	22,990	(1,630)
Total Revenues	\$ 56,776,178	\$ 9,661,074	\$ 384,248	\$ 2,589,153	\$ 1,237,489	\$ 70,648,142	\$ 74,241,126	\$ (3,592,984)
EXPENDITURES								
Current - transportation improvement								
Personnel expenditures	\$ 1,270,495	\$ 1,891,798	\$ 16,924	\$ 90,414	\$ 197,220	\$ 3,466,851	\$ 4,058,962	\$ 592,111
Non-personnel expenditures	996,032	38,084	-	50	3,763	1,037,929	1,414,588	376,659
Capital project costs	1,452,633	6,604,059	-	-	182,123	8,238,815	121,248,286	113,009,471
Debt service								
Principal	12,920,000	-	-	-	-	12,920,000	6,460,000	(6,460,000)
Interest and fiscal charges	4,914,987	-	-	-	-	4,914,987	4,697,126	(217,861)
Total Expenditures	\$ 21,554,147	\$ 8,533,941	\$ 16,924	\$ 90,464	\$ 383,106	\$ 30,578,582	\$ 137,878,960	\$ 107,300,378
Excess (Deficiency) of Revenues Over (Under) Expenditures	\$ 35,222,031	\$ 1,127,133	\$ 367,324	\$ 2,498,689	\$ 854,383	\$ 40,069,560	\$ (63,637,834)	\$ 103,707,394
OTHER FINANCING SOURCES (USES)								
Transfer In	\$ 1,981,516	\$ -	\$ -	\$ -	\$ -	\$ 1,981,516	\$ 3,457,136	\$ (1,475,620)
Transfer Out	-	(1,127,133)	-	-	(854,383)	(1,981,516)	(3,457,136)	1,475,620
Draw on Revolving Credit Agreement	-	-	-	-	-	-	33,500,000	(33,500,000)
Total Other Financing Sources (Uses)	\$ 1,981,516	\$ (1,127,133)	\$ -	\$ -	\$ (854,383)	\$ -	\$ 33,500,000	\$ (33,500,000)
NET CHANGE IN FUND BALANCES	\$ 37,203,547	\$ -	\$ 367,324	\$ 2,498,689	\$ -	\$ 40,069,560	\$ (30,137,834)	\$ 70,207,394
Fund Balances - Beginning	\$ 98,919,278	\$ -	\$ 1,090,175	\$ 14,620,578	\$ -	\$ 114,630,031	\$ (254,781,559)	
Sales Tax Revenue Bond (Series 2017)	(254,781,559)	-	-	-	-	(254,781,559)		
Fund Balances (Deficit) - End	\$ (118,658,734)	\$ -	\$ 1,457,499	\$ 17,119,267	\$ -	\$ (100,081,968)		

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



José Cisneros, Treasurer

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

Investment Report for the month of December 2019

January 15, 2020

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

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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of December 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 December 2019 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	December 2019	Fiscal YTD	November 2019
Average Daily Balance	\$ 11,226	\$ 12,326	\$ 11,004	\$ 11,432
Net Earnings	125.56	21.18	104.37	20.04
Earned Income Yield	2.22%	2.02%	2.26%	2.13%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	15.01%	\$ 1,866.7	\$ 1,869.8	1.96%	1.83%	470
Federal Agencies	41.75%	5,180.0	5,200.7	2.04%	2.09%	764
State & Local Government						
Agency Obligations	0.65%	80.3	81.1	2.11%	2.30%	394
Public Time Deposits	0.28%	35.0	35.0	1.69%	1.69%	141
Negotiable CDs	21.89%	2,724.5	2,726.4	2.18%	2.18%	134
Commercial Paper	8.41%	1,044.0	1,048.2	0.00%	1.96%	128
Medium Term Notes	0.20%	25.0	25.1	2.37%	2.41%	84
Money Market Funds	5.55%	691.7	691.7	1.54%	1.54%	1
Supranationals	6.25%	772.3	778.5	1.37%	2.12%	228
Totals	100.0%	\$ 12,419.5	\$ 12,456.6	1.81%	2.03%	447

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.

Respectfully,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Eric Sandler, Meghan Wallace
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 December 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	\$ 1,860.0	\$ 1,866.7	\$ 1,869.8	100.17	15.01%	100%	Yes
Federal Agencies	5,183.2	5,180.0	5,200.7	100.40	41.75%	100%	Yes
State & Local Government							
Agency Obligations	80.7	80.3	81.1	101.05	0.65%	20%	Yes
Public Time Deposits	35.0	35.0	35.0	100.00	0.28%	100%	Yes
Negotiable CDs	2,724.3	2,724.5	2,726.4	100.07	21.89%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	1,055.0	1,044.0	1,048.2	100.40	8.41%	25%	Yes
Medium Term Notes	25.0	25.0	25.1	100.33	0.20%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements							
Money Market Funds - Government	691.7	691.7	691.7	100.00	0.00%	\$75mm	Yes
LAIF	-	-	-	-	5.55%	20%	Yes
Supranationals	777.1	772.3	778.5	100.81	0.00%	\$50mm	Yes
TOTAL	\$ 12,432.1	\$ 12,419.5	\$ 12,456.6	100.30	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 <https://streasurer.org/investments>

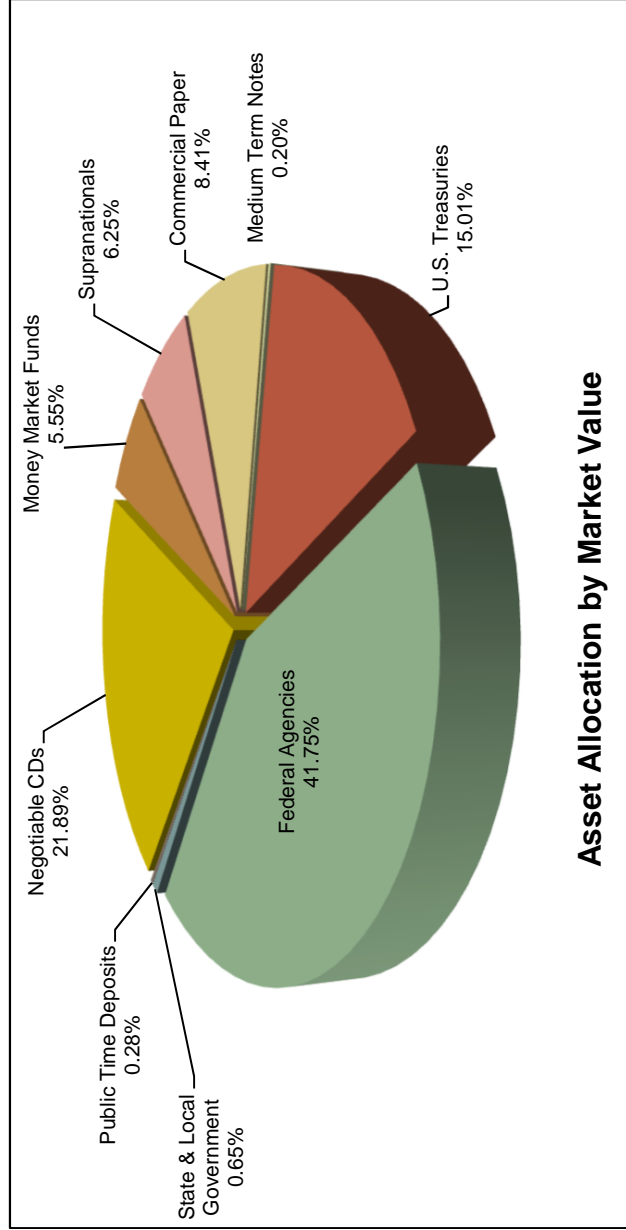
Totals may not add due to rounding.

City and County of San Francisco Pooled Fund Portfolio Statistics

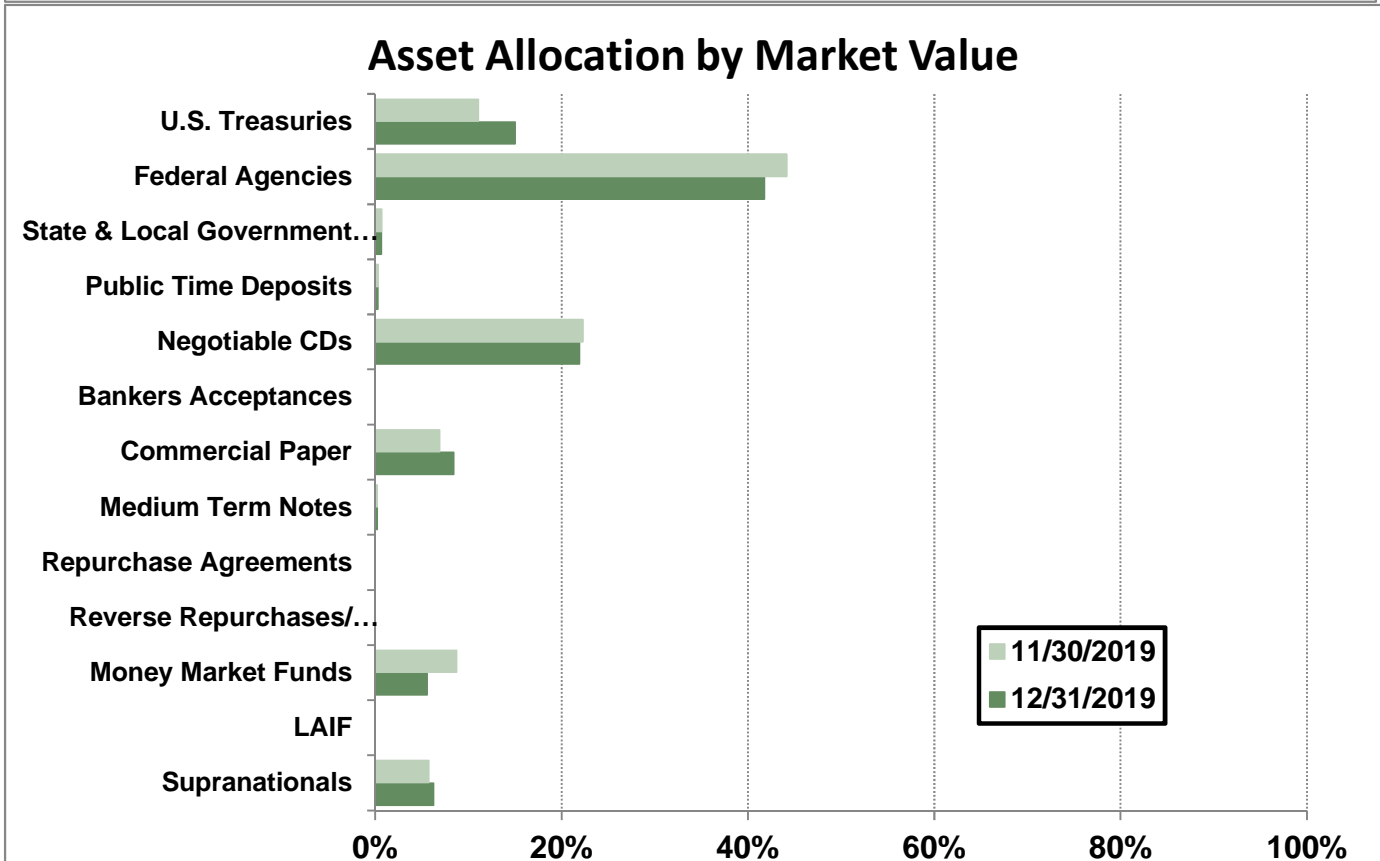
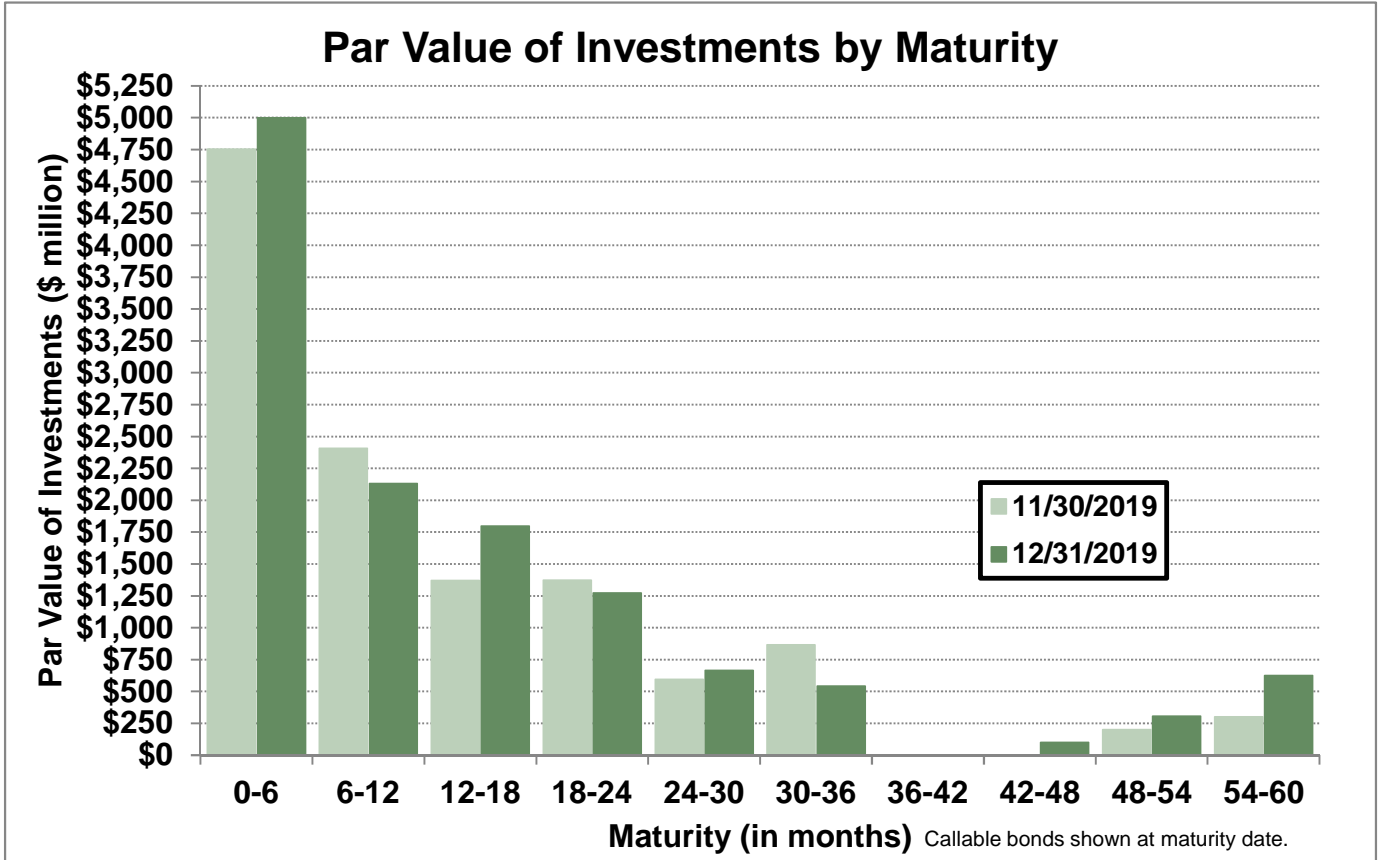
For the month ended December 31, 2019

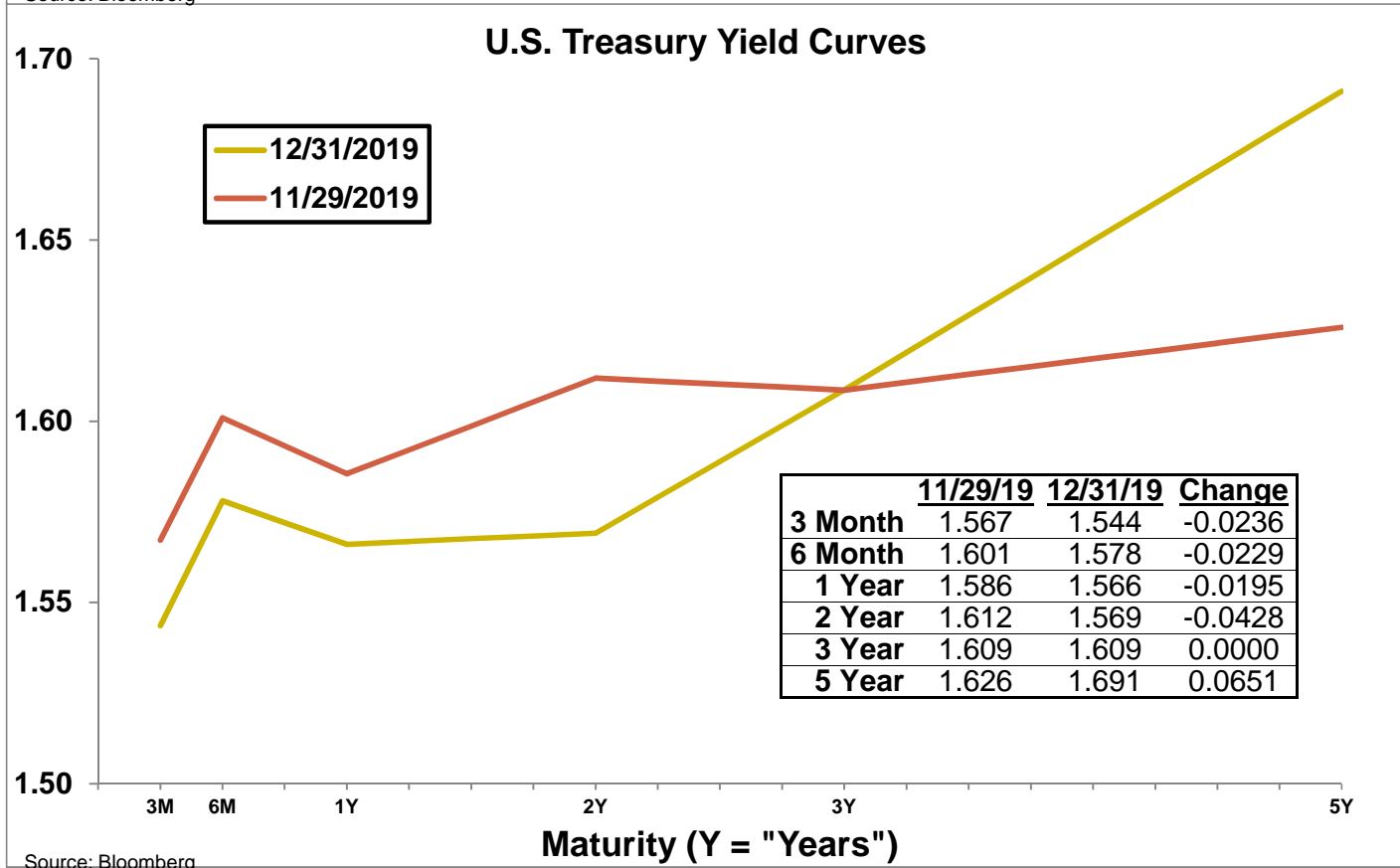
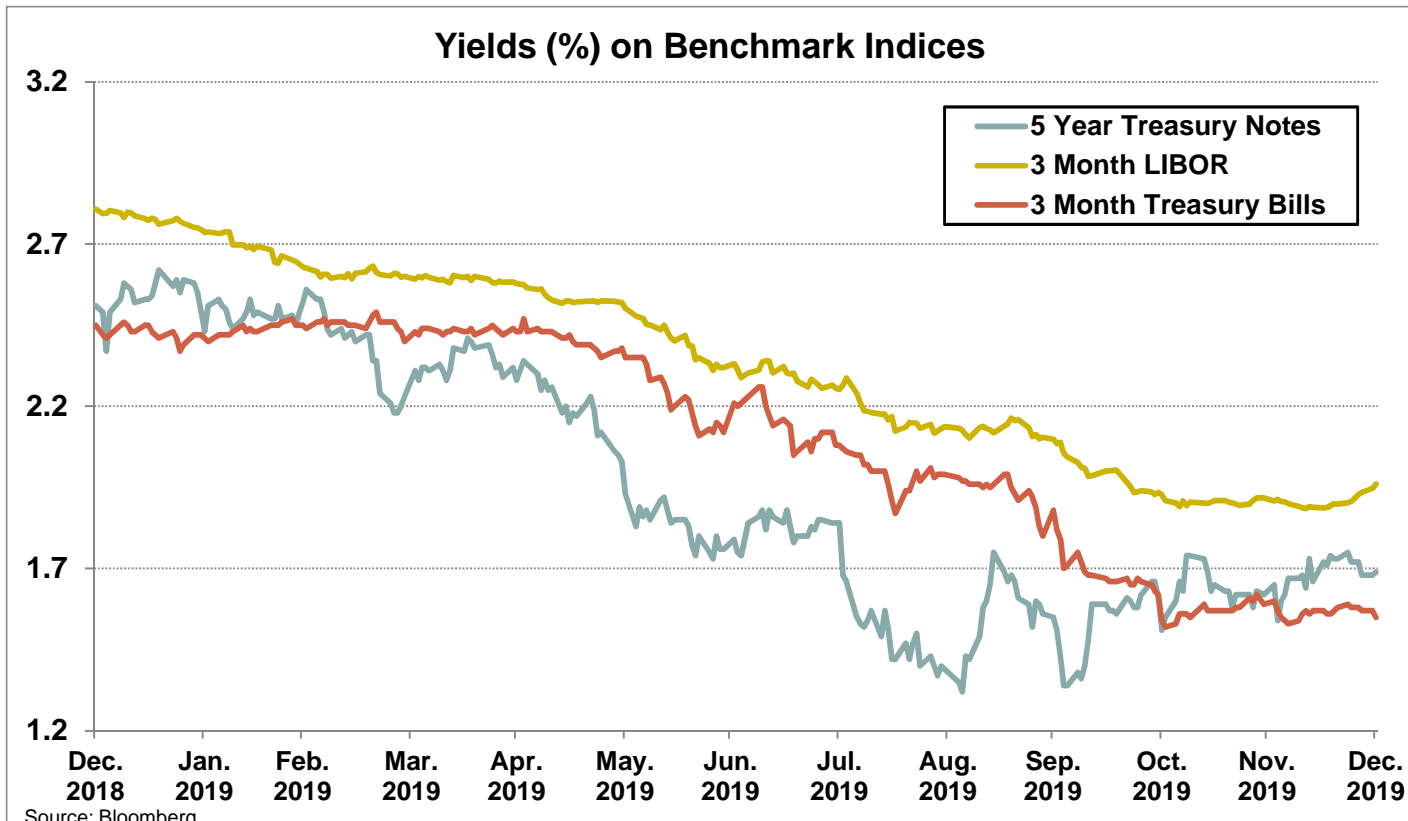
Average Daily Balance \$12,325,611,742
 Net Earnings \$21,182,732
 Earned Income Yield 2.02%
 Weighted Average Maturity 447 days

Investment Type	Par Value (\$ million)	Book Value	Market Value
U.S. Treasuries	\$ 1,860.0	\$ 1,866.7	\$ 1,869.8
Federal Agencies	5,183.2	5,180.0	5,200.7
State & Local Government			
Agency Obligations	80.7	80.3	81.1
Public Time Deposits	35.0	35.0	35.0
Negotiable CDs	2,724.3	2,724.5	2,726.4
Commercial Paper	1,055.0	1,044.0	1,048.2
Medium Term Notes	25.0	25.0	25.1
Money Market Funds	691.7	691.7	691.7
Supranationals	777.1	772.3	778.5
Total	\$ 12,432.1	\$ 12,419.5	\$ 12,456.6



Portfolio Analysis Pooled Fund





Investment Inventory

Pooled Fund

As of December 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	912796TM1	TREASURY BILL	10/3/2019	4/2/2020	0.00	\$ 50,000,000	\$ 49,548,792	\$ 49,771,917	\$ 49,807,500
U.S. Treasuries	912828XU9	US TREASURY	6/20/2017	6/15/2020	1.50	50,000,000	49,982,422	49,997,325	49,982,500
U.S. Treasuries	912828XU9	US TREASURY	4/3/2019	6/15/2020	1.50	50,000,000	49,478,516	49,802,810	49,982,500
U.S. Treasuries	912828XU9	US TREASURY	12/20/2018	6/15/2020	1.50	100,000,000	98,312,500	99,484,116	99,965,000
U.S. Treasuries	912828XY1	US TREASURY	4/3/2019	6/30/2020	2.50	50,000,000	50,070,313	50,028,032	50,211,000
U.S. Treasuries	9128285B2	US TREASURY	10/1/2019	9/30/2020	2.75	60,000,000	60,557,633	60,413,707	60,483,000
U.S. Treasuries	912828Z2Z	US TREASURY	11/20/2019	10/15/2020	1.63	50,000,000	50,079,918	50,000,000	49,994,000
U.S. Treasuries	9128283L2	US TREASURY	11/26/2019	12/15/2020	1.88	50,000,000	50,128,906	50,114,474	50,109,500
U.S. Treasuries	912828N48	US TREASURY	11/22/2019	12/31/2020	1.75	50,000,000	50,058,594	50,052,807	50,047,000
U.S. Treasuries	9128283Q1	US TREASURY	3/4/2019	1/15/2021	2.00	50,000,000	49,486,328	49,714,209	50,185,500
U.S. Treasuries	9128283Q1	US TREASURY	11/18/2019	1/15/2021	2.00	50,000,000	50,553,329	50,189,048	50,185,500
U.S. Treasuries	9128283Q1	US TREASURY	11/22/2019	1/15/2021	2.00	50,000,000	50,562,245	50,189,081	50,185,500
U.S. Treasuries	9128283Q1	US TREASURY	12/3/2019	1/15/2021	2.00	50,000,000	50,558,933	50,163,318	50,185,500
U.S. Treasuries	9128284B3	US TREASURY	11/22/2019	3/15/2021	2.38	50,000,000	50,694,497	50,433,186	50,435,500
U.S. Treasuries	9128284B3	US TREASURY	12/6/2019	3/15/2021	2.38	50,000,000	50,716,732	50,424,101	50,435,500
U.S. Treasuries	912828C57	US TREASURY	4/15/2019	3/31/2021	2.25	50,000,000	49,863,281	49,913,119	50,381,000
U.S. Treasuries	9128284G2	US TREASURY	4/9/2019	4/15/2021	2.38	50,000,000	50,013,672	50,008,719	50,482,500
U.S. Treasuries	9128284G2	US TREASURY	12/9/2019	4/15/2021	2.38	50,000,000	50,641,340	50,441,295	50,482,500
U.S. Treasuries	9128284G2	US TREASURY	12/11/2019	4/15/2021	2.38	50,000,000	50,641,970	50,437,484	50,482,500
U.S. Treasuries	9128284T4	US TREASURY	11/26/2019	6/15/2021	2.63	50,000,000	50,732,422	50,685,919	50,726,500
U.S. Treasuries	9128284T4	US TREASURY	11/27/2019	6/15/2021	2.63	50,000,000	50,744,141	50,698,125	50,726,500
U.S. Treasuries	9128284T4	US TREASURY	12/11/2019	6/15/2021	2.63	50,000,000	50,697,266	50,670,739	50,726,500
U.S. Treasuries	9128287A2	US TREASURY	11/8/2019	6/30/2021	1.63	50,000,000	50,725,602	50,696,481	50,726,500
U.S. Treasuries	9128287A2	US TREASURY	12/3/2019	6/30/2021	1.63	50,000,000	49,933,594	49,939,570	50,019,500
U.S. Treasuries	9128287A2	US TREASURY	12/9/2019	6/30/2021	1.63	50,000,000	49,968,750	49,970,326	50,019,500
U.S. Treasuries	912828S27	US TREASURY	8/15/2017	6/30/2021	1.13	25,000,000	24,519,531	24,814,604	24,825,250
U.S. Treasuries	912828Y20	US TREASURY	12/12/2019	7/15/2021	2.63	50,000,000	51,263,502	50,703,438	50,777,500
U.S. Treasuries	912828YC8	US TREASURY	12/9/2019	8/31/2021	1.50	50,000,000	50,071,278	49,870,147	49,922,000
U.S. Treasuries	912828T34	US TREASURY	12/11/2019	9/30/2021	1.13	50,000,000	49,608,703	49,514,042	49,597,500
U.S. Treasuries	912828T67	US TREASURY	11/10/2016	10/31/2021	1.25	50,000,000	49,574,219	49,843,146	49,699,000
U.S. Treasuries	912828U65	US TREASURY	12/13/2016	11/30/2021	1.75	100,000,000	99,312,500	99,734,935	100,309,000
U.S. Treasuries	912828U81	US TREASURY	11/22/2019	12/31/2021	2.00	50,000,000	50,402,344	50,381,443	50,400,500
U.S. Treasuries	912828XW5	US TREASURY	8/15/2017	6/30/2022	1.75	25,000,000	24,977,539	24,988,505	25,103,500
U.S. Treasuries	912828WE6	US TREASURY	12/17/2019	11/15/2023	2.75	50,000,000	52,081,817	51,940,354	52,041,000
Subtotals					1.96	\$ 1,860,000,000	\$ 1,866,660,783	\$ 1,866,117,904	\$ 1,869,772,750
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/2017	1/17/2020	1.65	\$ 1,000,000	\$ 996,070	\$ 999,921	\$ 1,000,000
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/2017	1/17/2020	1.65	31,295,000	31,172,011	31,292,512	31,295,000
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	4/24/2018	1/24/2020	2.42	25,000,000	24,996,500	24,999,874	25,013,250
Federal Agencies	3133EJLU1	FEDERAL FARM CREDIT BANK	4/24/2018	1/24/2020	2.42	25,000,000	24,995,700	24,999,845	25,013,250
Federal Agencies	313384SK6	FED HOME LN DISCOUNT NT	11/19/2019	1/29/2020	0.00	33,375,000	33,271,658	33,334,245	33,337,286
Federal Agencies	313384SK6	FED HOME LN DISCOUNT NT	9/30/2019	1/29/2020	0.00	50,000,000	49,690,778	49,928,444	49,943,500
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	2/9/2018	2/11/2020	2.13	50,000,000	49,908,500	49,994,875	50,026,500
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	5/17/2017	3/13/2020	1.88	15,710,000	15,843,849	15,719,347	15,716,598
Federal Agencies	3133EHNZ6	FEDERAL FARM CREDIT BANK	9/20/2017	3/20/2020	1.45	20,000,000	19,979,400	19,998,800	19,998,216
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	3/27/2018	3/27/2020	2.38	50,000,000	49,964,000	49,995,765	50,096,500
Federal Agencies	3134GBET5	FREDDIE MAC	5/22/2018	4/13/2020	1.80	10,000,000	9,839,400	9,976,096	10,000,400

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	3133EJG37	FEDERAL FARM CREDIT BANK	10/15/2018	4/15/2020	2.85	25,000,000	24,992,500	24,998,563	25,098,500
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/2016	4/17/2020	1.25	15,000,000	15,000,000	15,000,000	14,984,850
Federal Agencies	3137EAEW7	FREDDIE MAC	4/19/2018	4/23/2020	2.50	35,000,000	34,992,300	34,998,816	35,093,450
Federal Agencies	3134GBPB2	FREDDIE MAC	5/30/2017	5/22/2020	1.70	15,750,000	15,750,000	15,750,000	15,753,938
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/2017	6/15/2020	1.54	25,000,000	24,997,500	24,999,621	24,997,000
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/2017	6/15/2020	1.54	26,900,000	26,894,620	26,899,185	26,896,772
Federal Agencies	3134GBST0	FREDDIE MAC	6/22/2017	6/22/2020	1.65	14,675,000	14,675,000	14,675,000	14,676,321
Federal Agencies	3134GBTX0	FREDDIE MAC	6/29/2017	6/29/2020	1.75	50,000,000	49,990,000	49,998,358	50,015,000
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	7/6/2017	7/6/2020	1.55	25,000,000	24,989,961	24,998,287	25,000,250
Federal Agencies	3133ABNV4	FEDERAL HOME LOAN BANK	7/13/2017	7/13/2020	1.75	50,000,000	50,000,000	50,000,000	50,001,000
Federal Agencies	3134GBXV9	FREDDIE MAC	7/13/2017	7/13/2020	1.85	50,000,000	50,000,000	50,000,000	49,995,500
Federal Agencies	3135G0T60	FANNIE MAE	8/1/2017	7/30/2020	1.50	50,000,000	49,848,500	49,970,780	49,953,500
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.65	6,700,000	6,699,330	6,699,853	6,701,407
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.80	25,000,000	25,000,000	25,000,000	25,006,000
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	8/28/2017	8/28/2020	1.80	50,000,000	50,000,000	50,000,000	50,012,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	3/14/2018	9/14/2020	2.40	25,000,000	24,984,458	24,995,635	25,130,000
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	12/21/2018	9/21/2020	2.77	25,000,000	24,990,750	24,996,184	25,223,250
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	18,000,000	17,942,220	17,985,969	17,967,060
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/2017	9/28/2020	1.38	30,000,000	29,903,700	29,976,615	29,945,100
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	3/12/2018	10/5/2020	1.70	25,530,000	25,035,101	25,383,324	25,539,191
Federal Agencies	3133EKR57	FEDERAL FARM CREDIT BANK	9/25/2019	10/20/2020	1.80	112,500,000	112,450,838	112,463,160	112,549,500
Federal Agencies	3132X0KR1	FARMER MAC	11/2/2016	11/2/2020	1.91	25,000,000	25,000,000	25,000,000	25,032,750
Federal Agencies	3132X0ZF1	FARMER MAC	11/13/2017	11/9/2020	1.93	12,000,000	11,970,000	11,991,401	12,012,480
Federal Agencies	3133EJUT9	FEDERAL FARM CREDIT BANK	11/16/2018	11/16/2020	2.95	50,000,000	49,947,835	49,977,164	50,612,500
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/2017	11/17/2020	1.88	50,000,000	49,952,000	49,985,967	50,098,000
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/2017	11/24/2020	2.25	60,000,000	60,223,200	60,066,797	60,315,000
Federal Agencies	3134GBLR1	FREDDIE MAC	5/25/2017	11/25/2020	1.75	24,715,000	24,712,529	24,714,365	24,746,882
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,997,774	25,073,250
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/2017	11/27/2020	1.90	25,000,000	24,992,629	24,997,774	25,073,250
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	12/13/2017	12/11/2020	1.88	10,000,000	9,957,600	9,986,629	10,021,300
Federal Agencies	3132X0ZY0	FARMER MAC	12/15/2017	12/15/2020	2.05	12,750,000	12,741,458	12,747,280	12,784,298
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/2016	12/21/2020	1.98	50,000,000	50,000,000	50,000,000	50,090,500
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	2.11	100,000,000	100,000,000	100,000,000	100,317,000
Federal Agencies	3133EJ4Q9	FEDERAL FARM CREDIT BANK	1/11/2019	1/11/2021	2.55	100,000,000	99,934,000	99,966,052	100,996,000
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	9/20/2017	2/10/2021	1.87	50,200,000	50,189,960	50,196,710	50,201,506
Federal Agencies	3133EJCE7	FEDERAL FARM CREDIT BANK	4/16/2018	2/12/2021	2.35	50,000,000	49,673,710	49,871,126	50,430,500
Federal Agencies	3137EAEI9	FREDDIE MAC	2/16/2018	2/16/2021	2.38	22,000,000	21,941,920	21,978,167	22,188,540
Federal Agencies	3134GBD58	FREDDIE MAC	8/30/2017	2/26/2021	1.80	5,570,000	5,569,443	5,569,816	5,569,833
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,000	49,985,123	50,580,500
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	3/11/2019	3/11/2021	2.55	50,000,000	49,975,000	49,985,123	50,580,500
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	10/3/2019	3/25/2021	1.90	90,000,000	89,982,000	89,985,006	90,088,200
Federal Agencies	3132X0G53	FARMER MAC	3/29/2018	3/29/2021	2.60	6,350,000	6,343,079	6,347,139	6,427,534
Federal Agencies	3132X0G53	FARMER MAC	3/29/2018	3/29/2021	2.60	20,450,000	20,427,710	20,440,787	20,699,695
Federal Agencies	3133EKF56	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,916,500	24,947,456	25,207,500
Federal Agencies	3133EKF56	FEDERAL FARM CREDIT BANK	4/5/2019	4/5/2021	2.23	25,000,000	24,917,500	24,948,085	25,207,500
Federal Agencies	3134GBJP8	FREDDIE MAC	11/16/2017	5/3/2021	1.89	22,000,000	21,874,600	21,951,586	22,002,200
Federal Agencies	3133EJNS4	FEDERAL FARM CREDIT BANK	5/22/2018	5/10/2021	2.70	17,700,000	17,653,095	17,678,581	17,970,102
Federal Agencies	3135G0U35	FANNIE MAE	6/25/2018	6/22/2021	2.75	25,000,000	24,994,250	24,997,170	25,422,750
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	11/1/2017	7/1/2021	2.08	100,000,000	100,000,000	100,000,000	100,000,000
Federal Agencies	3134GBM25	FREDDIE MAC	10/2/2017	7/1/2021	1.92	50,000,000	50,000,000	50,000,000	50,000,000

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Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	9/18/2017	9/13/2021	1.88	25,000,000	24,927,500	24,969,078	24,986,500
Federal Agencies	3134GUA00	FREDDIE MAC	9/11/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUA00	FREDDIE MAC	9/11/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUA00	FREDDIE MAC	9/11/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUA08	FREDDIE MAC	9/13/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUA08	FREDDIE MAC	9/13/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUA08	FREDDIE MAC	9/13/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUA08	FREDDIE MAC	9/13/2019	9/13/2021	2.03	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3130AH5D1	FEDERAL HOME LOAN BANK	9/23/2019	9/23/2021	2.05	100,000,000	100,000,000	100,000,000	100,092,000
Federal Agencies	3134GUGC8	FREDDIE MAC	10/9/2019	10/7/2021	2.00	33,680,000	33,683,742	33,680,000	33,680,000
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/2016	10/7/2021	1.38	25,000,000	25,000,000	25,000,000	24,905,000
Federal Agencies	3133EJK24	FEDERAL FARM CREDIT BANK	10/19/2018	10/19/2021	3.00	25,000,000	24,980,900	24,988,550	25,632,750
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	14,500,000	14,500,000	14,500,000	14,450,555
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/2016	10/25/2021	1.38	15,000,000	15,000,000	15,000,000	14,948,850
Federal Agencies	3134GULE8	FREDDIE MAC	10/28/2019	10/28/2021	2.00	25,000,000	25,000,000	25,000,000	24,991,250
Federal Agencies	3134GULE8	FREDDIE MAC	10/28/2019	10/28/2021	2.00	85,675,000	85,675,000	85,675,000	85,645,014
Federal Agencies	3133EJT74	FEDERAL FARM CREDIT BANK	11/15/2018	11/15/2021	3.05	50,000,000	49,950,000	49,968,796	51,314,500
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	17,000,000	16,970,930	16,973,046	17,020,570
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	25,000,000	24,957,250	24,960,361	25,030,250
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	25,000,000	24,957,250	24,960,361	25,030,250
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	11/8/2019	11/19/2021	1.63	45,000,000	44,923,050	44,928,650	45,054,450
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	1.63	50,000,000	49,914,500	49,920,722	50,060,500
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,983,178	25,589,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,974,250	24,983,178	25,589,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	12/17/2018	12/17/2021	2.80	25,000,000	24,964,250	24,976,645	25,589,750
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	12/20/2019	12/20/2021	1.63	22,500,000	22,475,700	22,476,099	22,509,225
Federal Agencies	3133EKAK2	FEDERAL FARM CREDIT BANK	2/19/2019	2/14/2022	2.53	20,700,000	20,682,612	20,687,648	21,101,580
Federal Agencies	3133EKBV7	FEDERAL FARM CREDIT BANK	3/1/2019	3/1/2022	2.55	10,000,000	9,997,186	9,997,972	10,202,300
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022	2.50	17,780,000	17,848,986	17,831,530	18,113,731
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/5/2019	3/11/2022	2.50	40,000,000	40,158,360	40,118,289	40,750,800
Federal Agencies	313378WG2	FEDERAL HOME LOAN BANK	4/8/2019	3/14/2022	2.47	26,145,000	26,226,050	26,205,768	26,637,049
Federal Agencies	3133EKDC7	FEDERAL FARM CREDIT BANK	4/8/2019	3/14/2022	2.47	45,500,000	45,634,680	45,600,979	46,356,310
Federal Agencies	3135G0T45	FANNIE MAE	6/6/2017	4/5/2022	1.88	25,000,000	25,072,250	25,033,790	25,161,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	25,000,000	24,918,000	24,937,752	25,374,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	50,000,000	49,836,000	49,875,504	50,748,000
Federal Agencies	3135G0V59	FANNIE MAE	4/12/2019	4/12/2022	2.25	50,000,000	49,836,000	49,875,504	50,748,000
Federal Agencies	3133EKHB5	FEDERAL FARM CREDIT BANK	4/18/2019	4/18/2022	2.35	50,000,000	49,969,500	49,976,680	50,843,500
Federal Agencies	3133EKLK5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25	25,000,000	24,949,250	24,959,900	25,376,750
Federal Agencies	3133EKLK5	FEDERAL FARM CREDIT BANK	5/16/2019	5/16/2022	2.25	35,000,000	34,928,950	34,943,860	35,527,450
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/6/2017	6/2/2022	1.88	50,000,000	50,059,250	50,028,714	50,323,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/9/2017	6/2/2022	1.88	50,000,000	49,997,500	49,998,786	50,323,500
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63	20,000,000	19,998,940	19,998,959	20,013,600
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63	25,000,000	24,998,676	24,998,699	25,017,000
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	12/16/2019	6/15/2022	1.63	25,000,000	24,998,676	24,998,699	25,017,000
Federal Agencies	3134GBN73	FREDDIE MAC	10/2/2017	7/1/2022	2.07	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	3134GUNR7	FREDDIE MAC	11/12/2019	8/12/2022	2.00	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUNR7	FREDDIE MAC	11/12/2019	8/12/2022	2.00	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUNR7	FREDDIE MAC	11/12/2019	8/12/2022	2.00	25,000,000	25,000,000	25,000,000	25,000,000
Federal Agencies	3134GUNR7	FREDDIE MAC	11/12/2019	8/12/2022	2.00	25,000,000	25,000,000	25,000,000	25,000,000

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Federal Agencies	3134GUAJ9	FREDDIE MAC	9/12/2019	9/12/2022	2.09	25,000,000	25,000,000	25,000,000	24,999,750
Federal Agencies	3134GUAJ9	FREDDIE MAC	9/12/2019	9/12/2022	2.09	25,000,000	25,000,000	25,000,000	24,999,750
Federal Agencies	3134GUAJ9	FREDDIE MAC	9/12/2019	9/12/2022	2.09	25,000,000	25,000,000	25,000,000	24,999,750
Federal Agencies	3134GUAJ9	FREDDIE MAC	9/12/2019	9/12/2022	2.09	25,000,000	25,000,000	25,000,000	24,999,750
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	10/17/2019	10/17/2022	2.05	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	10/17/2019	10/17/2022	2.05	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	10/17/2019	10/17/2022	2.05	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	10/17/2019	10/17/2022	2.05	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3134GUJN1	FREDDIE MAC	10/17/2019	10/17/2022	2.10	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3134GUJN1	FREDDIE MAC	10/17/2019	10/17/2022	2.10	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3134GUJN1	FREDDIE MAC	10/17/2019	10/17/2022	2.10	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3134GUJN1	FREDDIE MAC	10/17/2019	10/17/2022	2.10	25,000,000	25,000,000	25,000,000	25,004,250
Federal Agencies	3134GULD0	FREDDIE MAC	10/23/2019	10/21/2022	2.13	15,495,000	15,496,829	15,495,000	15,495,930
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	10/30/2019	10/28/2022	2.00	25,000,000	25,000,000	25,000,000	25,011,750
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	10/30/2019	10/28/2022	2.00	25,000,000	25,000,000	25,000,000	25,011,750
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	10/30/2019	10/28/2022	2.00	25,000,000	25,000,000	25,000,000	25,011,750
Federal Agencies	3134GUB33	FREDDIE MAC	12/18/2019	9/18/2023	2.00	50,000,000	50,000,000	50,000,000	50,023,500
Federal Agencies	3134GUTS9	FREDDIE MAC	11/20/2019	5/20/2024	2.07	25,000,000	24,997,500	24,997,564	25,003,250
Federal Agencies	3134GUTS9	FREDDIE MAC	11/20/2019	5/20/2024	2.07	25,000,000	24,997,500	24,997,564	25,003,250
Federal Agencies	3134GUTS9	FREDDIE MAC	11/20/2019	5/20/2024	2.07	25,000,000	24,997,500	24,997,564	25,003,250
Federal Agencies	3134GUTS9	FREDDIE MAC	11/20/2019	5/20/2024	2.07	25,000,000	24,997,500	24,997,564	25,003,250
Federal Agencies	3134GUVL1	FREDDIE MAC	11/25/2019	5/28/2024	2.00	50,000,000	50,000,000	50,000,000	50,005,000
Federal Agencies	3134GUVL1	FREDDIE MAC	11/25/2019	5/28/2024	2.00	50,000,000	50,000,000	50,000,000	50,005,000
Federal Agencies	3130AHSZ7	FEDERAL HOME LOAN BANK	12/27/2019	6/27/2024	2.05	105,500,000	105,447,250	105,447,410	105,508,440
Federal Agencies	3134GUUR9	FREDDIE MAC	11/26/2019	8/26/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,500
Federal Agencies	3134GUUR9	FREDDIE MAC	11/26/2019	8/26/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,500
Federal Agencies	3134GUUR9	FREDDIE MAC	11/26/2019	8/26/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,500
Federal Agencies	3134GUUR9	FREDDIE MAC	11/26/2019	8/26/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,500
Federal Agencies	3134GUV9	FREDDIE MAC	11/27/2019	8/27/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,750
Federal Agencies	3134GUV9	FREDDIE MAC	11/27/2019	8/27/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,750
Federal Agencies	3134GUV9	FREDDIE MAC	11/27/2019	8/27/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,750
Federal Agencies	3134GUV9	FREDDIE MAC	11/27/2019	8/27/2024	2.05	25,000,000	25,000,000	25,000,000	25,002,750
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	11/27/2019	11/27/2024	2.10	25,000,000	25,000,000	25,000,000	25,001,000
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	11/27/2019	11/27/2024	2.10	25,000,000	25,000,000	25,000,000	25,001,000
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	11/27/2019	11/27/2024	2.10	25,000,000	25,000,000	25,000,000	25,001,000
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	11/27/2019	11/27/2024	2.10	25,000,000	25,000,000	25,000,000	25,001,000
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	12/3/2019	12/3/2024	1.63	25,000,000	24,960,000	24,960,635	24,815,500
Federal Agencies	3134GUYD6	FREDDIE MAC	12/10/2019	12/10/2024	2.09	25,000,000	25,000,000	25,000,000	25,005,500
Federal Agencies	3134GUYD6	FREDDIE MAC	12/10/2019	12/10/2024	2.09	25,000,000	25,000,000	25,000,000	25,005,500
Federal Agencies	3134GUYD6	FREDDIE MAC	12/10/2019	12/10/2024	2.09	25,000,000	25,000,000	25,000,000	25,005,500
Federal Agencies	3134GUYD6	FREDDIE MAC	12/10/2019	12/10/2024	2.09	25,000,000	25,000,000	25,000,000	25,005,500
Federal Agencies	3130AHNS8	FEDERAL HOME LOAN BANK	12/16/2019	12/16/2024	2.15	100,000,000	100,000,000	100,000,000	99,748,000
Federal Agencies	3130AHR6	FEDERAL HOME LOAN BANK	12/19/2019	12/19/2024	2.10	98,545,000	98,525,291	98,525,431	98,554,855
Subtotals			2.04	\$ 5,183,190,000	\$ 5,180,011,094	\$ 5,181,772,999	\$ 5,200,744,699		
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	17,989,920
State/Local Agencies	13063DGA0	CALIFORNIA ST	4/25/2018	4/1/2021	2.80	33,000,000	33,001,320	33,000,561	33,427,680
State/Local Agencies	13066YTY5	CALIFORNIA ST DEPT OF WTR RES	2/6/2017	5/1/2021	1.71	27,962,641	27,489,513	27,813,812	27,951,456
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/2016	5/15/2021	1.91	1,769,000	1,810,695	1,780,981	1,771,742
Subtotals			2.11	\$ 80,731,641	\$ 80,301,528	\$ 80,595,355	\$ 81,140,798		

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Public Time Deposits	PP9J79QD6	BRIDGE BANK	9/26/2019	3/24/2020	1.95 \$	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PP9N4D668	SAN FRANCISCO CRED UNION	12/4/2019	6/4/2020	1.59	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PP9J7XBG2	BANK OF SAN FRANCISCO	12/11/2019	6/8/2020	1.57	5,000,000	5,000,000	5,000,000	5,000,000
Public Time Deposits	PP9W8R1R2	BRIDGE BANK	12/23/2019	6/23/2020	1.60	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals					1.69 \$	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000
Negotiable CDs	06370R4S5	BANK OF MONTREAL CHICAGO	10/2/2019	1/2/2020	2.05 \$	\$ 35,000,000	\$ 35,000,000	\$ 35,000,000	\$ 35,000,605
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	1/11/2019	1/6/2020	3.00	50,000,000	50,000,000	50,000,000	50,010,155
Negotiable CDs	78012JUNB7	ROYAL BANK OF CANADA NY	4/8/2019	1/6/2020	2.57	25,000,000	25,000,000	25,000,000	25,003,362
Negotiable CDs	78012JUNC5	ROYAL BANK OF CANADA NY	4/8/2019	1/8/2020	2.57	25,000,000	25,000,000	25,000,000	25,004,482
Negotiable CDs	89114MB30	TORONTO DOMINION BANK NY	4/8/2019	1/17/2020	2.60	50,000,000	50,000,000	50,000,000	50,019,738
Negotiable CDs	89114NDX0	TORONTO DOMINION BANK NY	12/17/2019	1/17/2020	2.00	40,000,000	40,000,000	40,000,000	40,005,070
Negotiable CDs	65602VRW8	NORINCHUKIN BANK NY	9/24/2019	1/24/2020	2.11	50,000,000	50,000,000	50,000,000	50,012,321
Negotiable CDs	06417G6G8	BANK OF NOVA SCOTIA HOUS	4/25/2019	2/3/2020	2.57	50,000,000	50,000,000	50,000,000	50,038,147
Negotiable CDs	89114MF36	TORONTO DOMINION BANK NY	4/24/2019	2/3/2020	2.56	50,000,000	50,000,000	50,000,000	50,037,675
Negotiable CDs	06417G6H6	BANK OF NOVA SCOTIA HOUS	4/25/2019	2/5/2020	2.57	50,000,000	50,000,000	50,000,000	50,040,387
Negotiable CDs	06417G6K9	BANK OF NOVA SCOTIA HOUS	4/29/2019	2/6/2020	2.56	50,000,000	50,000,000	50,000,000	50,041,025
Negotiable CDs	06367BDP1	BANK OF MONTREAL CHICAGO	12/17/2019	2/14/2020	2.00	50,000,000	50,000,000	50,000,000	50,016,755
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	2/15/2019	2/14/2020	2.71	50,000,000	50,000,000	50,000,000	50,058,527
Negotiable CDs	06417G6L7	BANK OF NOVA SCOTIA HOUS	4/29/2019	2/19/2020	2.57	50,000,000	50,000,000	50,000,000	50,056,089
Negotiable CDs	06417G6V9	BANK OF NOVA SCOTIA HOUS	5/6/2019	2/21/2020	2.57	50,000,000	50,000,000	50,000,000	50,058,389
Negotiable CDs	65602VTH9	NORINCHUKIN BANK NY	10/25/2019	2/25/2020	1.93	75,000,000	75,000,000	75,000,000	75,022,548
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	3/6/2019	2/26/2020	2.70	50,000,000	50,000,000	50,000,000	50,073,509
Negotiable CDs	06367BAK5	BANK OF MONTREAL CHICAGO	11/26/2019	2/28/2020	1.85	35,000,000	35,000,000	35,000,000	35,006,686
Negotiable CDs	06370RVU9	BANK OF MONTREAL CHICAGO	3/1/2019	3/2/2020	2.68	50,000,000	50,000,000	50,000,000	50,078,190
Negotiable CDs	06370RVN6	BANK OF MONTREAL CHICAGO	3/5/2019	3/2/2020	2.70	50,000,000	50,000,000	50,000,000	50,079,927
Negotiable CDs	65602VVG7	NORINCHUKIN BANK NY	12/19/2019	3/11/2020	1.95	25,000,000	25,000,000	25,000,000	25,010,755
Negotiable CDs	65602VVD5	BANK OF NOVA SCOTIA HOUS	9/12/2019	3/12/2020	2.02	100,000,000	100,000,000	100,000,000	100,055,672
Negotiable CDs	89114N4B8	NORINCHUKIN BANK NY	11/25/2019	3/16/2020	1.87	50,000,000	50,000,000	50,000,000	50,014,384
Negotiable CDs	65602VUF1	TORONTO DOMINION BANK NY	9/17/2019	3/16/2020	2.06	75,000,000	75,000,000	75,000,000	75,050,420
Negotiable CDs	78012JUMY8	ROYAL BANK OF CANADA NY	4/4/2019	3/25/2020	2.58	50,000,000	50,000,000	50,000,000	50,095,989
Negotiable CDs	78012JUMZ5	ROYAL BANK OF CANADA NY	4/4/2019	3/30/2020	2.58	50,000,000	50,000,000	50,000,000	50,101,611
Negotiable CDs	06370RYS2	BANK OF MONTREAL CHICAGO	4/11/2019	4/13/2020	2.60	65,000,000	65,000,000	65,000,000	65,141,126
Negotiable CDs	65602VSV9	NORINCHUKIN BANK NY	11/4/2019	4/24/2020	1.95	70,500,000	70,551,637	70,506,383	70,529,855
Negotiable CDs	89114N4G7	TORONTO DOMINION BANK NY	9/18/2019	4/24/2020	2.05	40,000,000	40,000,000	40,000,000	40,029,128
Negotiable CDs	06417MCD5	BANK OF NOVA SCOTIA HOUS	10/29/2019	4/27/2020	2.03	100,000,000	100,000,000	100,000,000	100,068,325
Negotiable CDs	65602VTE6	NORINCHUKIN BANK NY	10/30/2019	4/30/2020	1.94	50,000,000	50,000,000	50,000,000	50,020,349
Negotiable CDs	78012JUY4	ROYAL BANK OF CANADA NY	9/17/2019	5/11/2020	2.02	100,000,000	100,000,000	100,000,000	100,072,608
Negotiable CDs	89114NCH6	TORONTO DOMINION BANK NY	12/6/2019	5/13/2020	1.86	50,000,000	50,000,000	50,000,000	50,008,811
Negotiable CDs	89114NB20	TORONTO DOMINION BANK NY	11/19/2019	6/22/2020	1.83	60,000,000	60,000,000	60,000,000	60,004,639
Negotiable CDs	06417MFP5	BANK OF NOVA SCOTIA HOUS	12/5/2019	7/1/2020	1.85	50,000,000	50,000,000	50,000,000	50,006,943
Negotiable CDs	89114NA54	TORONTO DOMINION BANK NY	11/6/2019	7/1/2020	1.86	50,000,000	50,000,000	50,000,000	50,008,771
Negotiable CDs	96121T4A3	WESTPAC BANKING CORP NY	11/12/2019	8/3/2020	2.05	28,790,000	28,983,173	28,820,365	28,477,069
Negotiable CDs	06367BAC3	BANK OF MONTREAL CHICAGO	11/25/2019	9/2/2020	2.00	50,000,000	50,000,000	50,000,000	50,059,905
Negotiable CDs	89114N5H4	TORONTO DOMINION BANK NY	9/25/2019	9/24/2020	2.08	100,000,000	100,000,000	100,000,000	100,191,968
Negotiable CDs	06417MCW3	BANK OF NOVA SCOTIA HOUS	9/27/2019	9/28/2020	2.13	50,000,000	50,000,000	50,000,000	50,114,244
Negotiable CDs	89114N5M3	TORONTO DOMINION BANK NY	9/27/2019	9/28/2020	2.12	50,000,000	50,000,000	50,000,000	50,109,453

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	06417MDE2	BANK OF NOVA SCOTIA HOUS	10/3/2019	10/9/2020	2.04	50,000,000	50,000,000	50,000,000	50,081,912
Negotiable CDs	89114N6E0	TORONTO DOMINION BANK NY	10/1/2019	10/9/2020	2.04	50,000,000	50,000,000	50,000,000	50,081,912
Negotiable CDs	06370R6W4	BANK OF MONTREAL CHICAGO	11/13/2019	10/26/2020	2.05	50,000,000	50,000,000	50,000,000	50,091,713
Negotiable CDs	96130ADY1	WESTPAC BANKING CORP NY	10/30/2019	10/28/2020	2.08	50,000,000	50,000,000	50,000,000	50,105,953
Negotiable CDs	78012JURS6	ROYAL BANK OF CANADA NY	12/3/2019	12/3/2020	2.02	35,000,000	35,000,000	35,000,000	35,060,130
Negotiable CDs	06367BBD0	BANK OF MONTREAL CHICAGO	12/3/2019	12/4/2020	1.85	50,000,000	50,000,000	50,000,000	50,008,039
Negotiable CDs	96130AEP9	WESTPAC BANKING CORP NY	12/6/2019	12/9/2020	2.04	50,000,000	50,000,000	50,000,000	50,097,640
Negotiable CDs	96130AET1	WESTPAC BANKING CORP NY	12/13/2019	12/14/2020	1.86	75,000,000	75,000,000	75,000,000	75,020,216
Subtotals					2.18 \$	2,724,290,000 \$	2,724,534,810 \$	2,724,326,749 \$	2,726,425,072
Commercial Paper	62479LAT2	MJFG BANK LTD NY	9/27/2019	1/27/2020	0.00 \$	50,000,000	49,647,556	49,924,889	49,938,611
Commercial Paper	62479LAX3	MJFG BANK LTD NY	8/28/2019	1/31/2020	0.00	40,000,000	39,644,667	39,931,667	39,943,333
Commercial Paper	62479LBT1	MJFG BANK LTD NY	9/30/2019	2/27/2020	0.00	50,000,000	49,572,917	49,837,708	49,865,417
Commercial Paper	62479LC45	MJFG BANK LTD NY	10/24/2019	3/4/2020	0.00	15,000,000	14,894,400	14,949,600	14,953,800
Commercial Paper	62479LC45	MJFG BANK LTD NY	10/7/2019	3/4/2020	0.00	25,000,000	24,914,250	24,914,250	24,923,000
Commercial Paper	62479LC60	MJFG BANK LTD NY	9/11/2019	3/6/2020	0.00	50,000,000	49,500,958	49,816,736	49,841,111
Commercial Paper	62479LCG8	MJFG BANK LTD NY	10/7/2019	3/16/2020	0.00	75,000,000	74,342,583	74,693,750	74,725,000
Commercial Paper	89233GGH7	TOYOTA MOTOR CREDIT CORP	9/18/2019	3/17/2020	0.00	50,000,000	49,484,653	49,783,611	49,814,222
Commercial Paper	89233GGJ3	TOYOTA MOTOR CREDIT CORP	9/24/2019	3/18/2020	0.00	50,000,000	49,511,111	49,786,111	49,811,778
Commercial Paper	89233GDI1	TOYOTA MOTOR CREDIT CORP	11/25/2019	4/1/2020	0.00	50,000,000	49,664,000	49,761,125	49,766,181
Commercial Paper	89233GEN2	TOYOTA MOTOR CREDIT CORP	11/25/2019	5/22/2020	0.00	50,000,000	49,535,097	49,631,194	49,637,111
Commercial Paper	89233GEN2	TOYOTA MOTOR CREDIT CORP	12/2/2019	5/22/2020	0.00	65,000,000	64,423,367	64,523,117	64,528,244
Commercial Paper	89233GET9	TOYOTA MOTOR CREDIT CORP	12/2/2019	5/27/2020	0.00	40,000,000	39,634,200	39,696,200	39,699,467
Commercial Paper	62479LF59	MJFG BANK LTD NY	9/24/2019	6/5/2020	0.00	25,000,000	24,638,750	24,779,000	24,800,667
Commercial Paper	62479LFA8	MJFG BANK LTD NY	12/30/2019	6/10/2020	0.00	40,000,000	39,655,889	39,660,111	39,670,844
Commercial Paper	62479LFF7	MJFG BANK LTD NY	9/24/2019	6/15/2020	0.00	50,000,000	49,249,167	49,529,667	49,575,778
Commercial Paper	62479LG17	MJFG BANK LTD NY	10/25/2019	7/1/2020	0.00	60,000,000	59,195,833	59,414,567	59,441,867
Commercial Paper	62479LG17	MJFG BANK LTD NY	10/21/2019	7/1/2020	0.00	75,000,000	73,984,000	74,272,000	74,302,334
Commercial Paper	89233GG18	TOYOTA MOTOR CREDIT CORP	11/6/2019	7/1/2020	0.00	50,000,000	49,381,861	49,527,306	49,534,889
Commercial Paper	89233GG18	TOYOTA MOTOR CREDIT CORP	12/9/2019	7/1/2020	0.00	50,000,000	49,470,417	49,529,833	49,534,889
Commercial Paper	89233GHH2	TOYOTA MOTOR CREDIT CORP	12/6/2019	8/17/2020	0.00	50,000,000	49,358,958	49,424,319	49,414,778
Commercial Paper	62479LHR9	MJFG BANK LTD NY	12/10/2019	8/25/2020	0.00	45,000,000	44,394,588	44,446,013	44,454,900
Subtotals					0.00 \$	1,055,000,000 \$	1,043,981,165 \$	1,047,832,774 \$	1,048,178,220
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	1/11/2018	1/10/2020	2.20 \$	20,000,000	19,982,200	19,999,780	20,000,000
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	1/8/2019	1/8/2021	3.05	5,000,000	4,997,000	4,998,469	5,060,500
Subtotals					2.37 \$	25,000,000 \$	24,979,200 \$	24,998,249 \$	25,060,500
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	12/31/2019	1/1/2020	1.52 \$	10,536,800	10,536,800	10,536,800	10,536,800
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PI	12/31/2019	1/1/2020	1.53	66,956,887	66,956,887	66,956,887	66,956,887
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	12/31/2019	1/1/2020	1.51	10,506,961	10,506,961	10,506,961	10,506,961
Money Market Funds	31607A703	FIDELITY INST GOV FUND	12/31/2019	1/1/2020	1.55	592,395,803	592,395,803	592,395,803	592,395,803
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUN	12/31/2019	1/1/2020	1.52	11,344,859	11,344,859	11,344,859	11,344,859
Subtotals					1.54 \$	691,741,310 \$	691,741,310 \$	691,741,310 \$	691,741,310

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par. Value	Book Value	Amortized Book Value	Market Value
Supranationals	459052RX6	INTL BK RECON & DEVELOP DISC	4/24/2019	1/17/2020	0.00	\$ 20,000,000	\$ 19,645,644	\$ 19,978,844	\$ 19,987,400
Supranationals	459052SC1	INTL BK RECON & DEVELOP DISC	4/24/2019	1/22/2020	0.00	40,000,000	39,278,067	39,944,467	39,966,400
Supranationals	459052SH0	INTL BK RECON & DEVELOP DISC	10/3/2019	1/27/2020	0.00	25,000,000	24,850,972	24,966,597	24,973,750
Supranationals	459052SH0	INTL BK RECON & DEVELOP DISC	10/3/2019	1/27/2020	0.00	50,000,000	49,701,944	49,933,194	49,947,500
Supranationals	459052SJ6	INTL BK RECON & DEVELOP DISC	10/2/2019	1/28/2020	0.00	100,000,000	99,393,611	99,861,250	99,891,000
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	3/21/2017	4/21/2020	1.88	50,000,000	49,956,500	49,995,716	50,012,000
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	5/17/2018	5/12/2020	1.63	10,000,000	9,789,360	9,961,702	9,994,200
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	4/12/2017	5/12/2020	1.63	25,000,000	24,940,750	24,993,054	24,985,500
Supranationals	459052XW1	INTL BK RECON & DEVELOP DISC	12/11/2019	6/8/2020	0.00	100,000,000	99,200,000	99,293,333	99,307,000
Supranationals	459058GA5	INTL BK RECON & DEVELOP	8/29/2017	9/4/2020	1.63	50,000,000	49,989,500	49,997,647	49,960,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	11/9/2017	11/9/2020	1.95	50,000,000	49,965,000	49,990,005	50,082,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/2017	11/9/2020	1.95	50,000,000	49,718,500	49,916,484	50,082,000
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	1/25/2018	1/25/2021	2.25	50,000,000	49,853,000	49,947,692	50,299,500
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	4/19/2018	4/19/2021	2.63	45,000,000	44,901,000	44,957,184	45,542,700
Supranationals	4581X0DB1	INTER-AMERICAN DEVEL BK	5/16/2018	4/19/2021	2.63	50,000,000	49,693,972	49,864,305	50,603,000
Supranationals	45950KJ7	INTERNATIONAL FINANCE CORP	5/23/2018	7/20/2021	1.13	12,135,000	11,496,942	11,822,053	12,032,338
Supranationals	459058GH0	INTL BK RECON & DEVELOP	7/25/2018	7/23/2021	2.75	50,000,000	49,883,000	49,939,147	50,831,500
Subtotals					1.22	\$ 777,135,000	\$ 772,257,762	\$ 775,362,674	\$ 778,497,788
Grand Totals					1.81	\$ 12,432,087,950	\$ 12,419,467,653	\$ 12,427,748,013	\$ 12,456,561,135

Monthly Investment Earnings

Pooled Fund

For month ended December 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 Earnings /Net Earnings
U.S. Treasuries	912796WL9	TREASURY BILL	\$	0.00	1.54	12/10/19	12/31/19	\$	\$	\$	\$
U.S. Treasuries	9128283N8	US TREASURY	-	1.88	2.01	1/16/18	12/31/19	76,427	44,990	-	44,990
U.S. Treasuries	912796TM1	TREASURY BILL	-	0.00	1.80	10/30/17	4/2/20	-	5,416	-	81,843
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	0.00	1.50	6/20/17	6/15/20	63,525	76,854	-	76,854
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	1.50	2.39	4/3/19	6/15/20	63,525	499	-	64,024
U.S. Treasuries	912828XU9	US TREASURY	100,000,000	1.50	2.67	12/20/18	6/15/20	127,049	36,825	-	100,349
U.S. Treasuries	912828XY1	US TREASURY	50,000,000	2.50	2.38	4/3/19	6/30/20	105,336	96,340	-	223,389
U.S. Treasuries	9128285E2	US TREASURY	60,000,000	2.75	1.81	10/1/19	9/30/20	139,754	(46,918)	-	100,535
U.S. Treasuries	9128282Z2	US TREASURY	50,000,000	1.63	1.63	11/20/19	10/15/20	68,818	-	-	92,776
U.S. Treasuries	9128283L2	US TREASURY	50,000,000	1.88	1.63	11/18/19	12/15/20	79,406	(10,168)	-	68,818
U.S. Treasuries	9128283L2	US TREASURY	50,000,000	1.88	1.65	11/26/19	12/15/20	79,406	(9,593)	-	69,238
U.S. Treasuries	912828N48	US TREASURY	50,000,000	1.75	1.64	11/22/19	12/31/20	73,735	(4,485)	-	69,250
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	2.57	3/4/19	1/15/21	84,239	23,315	-	107,554
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.63	11/18/19	1/15/21	84,239	(15,422)	-	68,817
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.63	11/22/19	1/15/21	84,239	(15,425)	-	68,814
U.S. Treasuries	9128283Q1	US TREASURY	50,000,000	2.00	1.68	12/3/19	1/15/21	78,804	(12,464)	-	66,341
U.S. Treasuries	9128284B3	US TREASURY	50,000,000	2.38	1.64	11/22/19	3/15/21	101,133	(30,589)	-	70,544
U.S. Treasuries	9128284B3	US TREASURY	50,000,000	2.38	1.66	12/6/19	3/15/21	84,821	(25,118)	-	59,704
U.S. Treasuries	912828C57	US TREASURY	50,000,000	2.25	2.39	4/15/19	3/31/21	95,287	5,919	-	101,206
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	2.36	4/9/19	4/15/21	100,581	(575)	-	100,006
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	1.68	12/9/19	4/15/21	74,624	(21,595)	-	53,029
U.S. Treasuries	9128284G2	US TREASURY	50,000,000	2.38	1.68	12/11/19	4/15/21	68,135	(19,547)	-	48,588
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.66	11/26/19	6/15/21	111,168	(40,044)	-	71,124
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.65	11/27/19	6/15/21	111,168	(40,757)	-	70,411
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.69	12/11/19	6/15/21	75,307	(26,526)	-	48,781
U.S. Treasuries	9128284T4	US TREASURY	50,000,000	2.63	1.65	12/18/19	6/15/21	50,205	(18,363)	-	31,842
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.71	11/8/19	6/30/21	68,469	3,431	-	71,900
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.67	12/3/19	6/30/21	64,053	1,576	-	65,629
U.S. Treasuries	9128287A2	US TREASURY	50,000,000	1.63	1.65	12/9/19	6/30/21	50,806	868	-	51,674
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	23,701	10,526	-	34,227
U.S. Treasuries	912828Y20	US TREASURY	50,000,000	2.63	1.69	12/12/19	7/15/21	71,332	(25,078)	-	46,254
U.S. Treasuries	912828YC8	US TREASURY	50,000,000	1.50	1.66	12/9/19	8/31/21	47,390	4,912	-	52,302
U.S. Treasuries	912828T34	US TREASURY	50,000,000	1.13	1.69	12/11/19	9/30/21	32,275	15,995	-	48,270
U.S. Treasuries	912828T67	US TREASURY	50,000,000	1.25	1.43	11/10/16	10/31/21	53,228	7,268	-	60,496
U.S. Treasuries	912828U65	US TREASURY	100,000,000	1.75	1.90	12/13/16	11/30/21	148,224	11,755	-	159,979
U.S. Treasuries	912828U81	US TREASURY	50,000,000	2.00	1.61	11/22/19	12/31/21	84,269	(16,198)	-	68,071
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	36,868	391	-	37,259
U.S. Treasuries	912828WE6	US TREASURY	50,000,000	2.75	1.71	12/17/19	11/15/23	56,662	(20,584)	-	36,078
Subtotals			\$ 1,860,000,000				\$ 2,818,207	\$ (57,429)	\$	\$	\$ 2,760,778
Federal Agencies	313384PZ6	FED HOME LN DISCOUNT NT	\$	0.00	1.53	11/29/19	12/2/19	\$	\$	\$	\$
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	-	1.94	1.94	12/2/16	12/2/19	2,701	-	-	3,400
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	-	2.38	1.90	12/12/17	12/13/19	15,833	(3,055)	-	12,778
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	-	2.38	1.90	12/15/17	12/13/19	8,993	(1,729)	-	7,264
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	-	2.38	1.90	12/15/17	12/13/19	31,667	(6,086)	-	25,581
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	3135EJL01	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	4/24/18	1/24/20	50,417	170	-	50,586
Federal Agencies	3133EJL01	FEDERAL FARM CREDIT BANK	25,000,000	2.42	2.43	4/24/18	1/24/20	50,417	208	-	50,625
Federal Agencies	313384SK6	FED HOME LN DISCOUNT NT	33,375,000	0.00	1.57	11/19/19	1/29/20	-	45,121	-	45,121
Federal Agencies	313384SK6	FED HOME LN DISCOUNT NT	50,000,000	0.00	1.85	9/30/19	1/29/20	-	79,222	-	79,222
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

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	3135EHZN6	FEDERAL FARM CREDIT BANK	20,000,000	1.49	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	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	3137EAEM7	FREDDIE MAC	35,000,000	2.50	2.51	4/19/18	4/23/20	72,917	325	-	73,241
Federal Agencies	3134GBPB2	FREDDIE MAC	15,750,000	1.70	1.70	5/30/17	5/22/20	22,313	-	-	22,313
Federal Agencies	3133EHK55	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	6/15/17	6/15/20	32,083	71	-	32,154
Federal Agencies	3133EHK55	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	-	1.75	1.75	6/30/16	6/30/20	21,146	-	-	21,146
Federal Agencies	3134GB5M0	FREDDIE MAC	-	1.96	1.96	12/1/17	7/1/20	-	-	-	-
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	7/6/17	7/6/20	32,292	284	-	32,576
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	50,000,000	1.75	1.75	7/13/17	7/13/20	72,917	-	-	72,917
Federal Agencies	3134GBXV9	FREDDIE MAC	50,000,000	1.85	1.85	7/13/17	7/13/20	77,083	-	-	77,083
Federal Agencies	3135G0T60	FANNIE MAE	50,000,000	1.50	1.60	8/1/17	7/30/20	62,500	4,293	-	66,793
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	8/28/17	8/28/20	9,213	19	-	9,231
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	25,000,000	1.80	1.80	8/28/17	8/28/20	37,500	-	-	37,500
Federal Agencies	3130ABZ99	FEDERAL HOME LOAN BANK	50,000,000	1.80	1.80	8/28/17	8/28/20	75,000	-	-	75,000
Federal Agencies	3130AH2K8	FEDERAL HOME LOAN BANK	-	2.05	2.05	9/10/19	9/10/20	25,625	-	-	25,625
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	-	2.05	2.05	9/10/19	9/10/20	25,625	-	-	25,625
Federal Agencies	3133EJ3N7	FEDERAL FARM CREDIT BANK	25,000,000	2.40	2.43	3/14/18	9/14/20	50,000	527	-	50,527
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	18,000,000	2.77	2.79	12/21/18	9/21/20	57,708	448	-	58,156
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.48	9/8/17	9/28/20	20,625	1,605	-	22,230
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	25,530,000	1.70	2.48	3/12/18	10/5/20	36,168	2,675	-	37,050
Federal Agencies	3133EKR57	FEDERAL FARM CREDIT BANK	112,500,000	1.80	1.86	9/25/19	10/20/20	172,389	16,356	-	176,287
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	1.91	1.91	11/2/16	11/2/20	41,139	3,898	-	41,139
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	3133EJ3N7	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	60,000,000	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	3130A3UQ5	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/17	12/11/20	15,625	208	-	16,826
Federal Agencies	3132X0ZY0	FARMER MAC	12,750,000	2.05	2.07	12/15/17	12/15/20	21,781	1,201	-	22,023
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	1.98	1.98	12/21/16	12/21/20	83,276	242	-	83,276
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	2.11	2.11	12/24/15	12/24/20	177,092	-	-	177,092
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	3137EAEJ9	FEDERAL FARM CREDIT BANK	22,000,000	2.38	2.47	2/16/18	2/16/21	43,542	9,792	-	107,709
Federal Agencies	3134GBD58	FREDDIE MAC	5,570,000	1.80	1.80	8/30/17	2/26/21	8,355	1,643	-	45,184
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	14	-	8,369
Federal Agencies	3133EKC53	FEDERAL FARM CREDIT BANK	50,000,000	2.55	2.58	3/11/19	3/11/21	106,250	1,060	-	107,310
Federal Agencies	3133EKR99	FEDERAL FARM CREDIT BANK	90,000,000	1.90	1.92	10/3/19	3/25/21	142,365	1,035	-	143,400
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	3133EKF66	FEDERAL FARM CREDIT BANK	25,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,541	-	49,999
Federal Agencies	3133EKF66	FEDERAL FARM CREDIT BANK	22,000,000	2.23	2.40	4/5/19	4/5/21	46,458	3,499	-	49,957
Federal Agencies	3134GBJP8	FREDDIE MAC	25,000,000	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

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	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	-	1.90	1.90	9/29/17	6/29/21	73,889	-	-	73,889
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	3130ACM33	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	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3134GUA60	FREDDIE MAC	25,000,000	2.03	2.03	9/11/19	9/13/21	42,292	-	-	42,292
Federal Agencies	3130AH5D1	FEDERAL HOME LOAN BANK	100,000,000	2.05	2.05	9/23/19	9/23/21	170,833	-	-	170,833
Federal Agencies	3134GUGC8	FREDDIE MAC	33,680,000	2.00	2.00	10/9/19	10/7/21	56,133	-	-	56,133
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	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	3134GULE8	FREDDIE MAC	25,000,000	2.00	2.00	10/28/19	10/28/21	41,667	-	-	41,667
Federal Agencies	3134GULE8	FREDDIE MAC	85,675,000	2.00	2.00	10/28/19	10/28/21	142,792	-	-	142,792
Federal Agencies	3133EJ774	FEDERAL FARM CREDIT BANK	17,000,000	1.63	3.09	11/15/18	11/15/21	127,083	1,414	-	128,498
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	59,062
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	59,062
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	2.80	2.84	12/17/18	12/17/21	58,333	728	-	59,062
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	25,000,000	2.80	2.85	12/17/18	12/17/21	58,333	1,011	-	59,345
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	22,500,000	1.63	1.68	12/20/19	12/20/21	11,172	399	-	11,571
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	20,700,000	2.53	2.56	2/19/19	2/14/22	43,643	494	-	44,137
Federal Agencies	3130AHJY0	FEDERAL HOME LOAN BANK	10,000,000	2.55	2.56	3/1/19	3/1/22	21,250	80	-	21,330
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	17,780,000	2.50	2.36	4/5/19	3/11/22	37,042	(1,997)	-	35,045
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	40,000,000	2.50	2.36	4/5/19	3/11/22	83,333	(4,584)	-	78,750
Federal Agencies	3133EJ3B3	FEDERAL FARM CREDIT BANK	26,145,000	2.47	2.36	4/8/19	3/14/22	53,815	(2,346)	-	51,469
Federal Agencies	3130AHSR5	FEDERAL HOME LOAN BANK	45,500,000	2.47	2.36	4/8/19	3/14/22	93,654	(3,898)	-	89,756
Federal Agencies	3133EKAC2	FEDERAL FARM CREDIT BANK	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,270)	-	37,793
Federal Agencies	3135G0V59	FANNIE MAE	25,000,000	2.25	2.36	4/12/19	4/12/22	46,875	2,319	-	49,194
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,639	-	98,389
Federal Agencies	3135G0V59	FANNIE MAE	50,000,000	2.25	2.36	4/12/19	4/12/22	93,750	4,639	-	98,389
Federal Agencies	3133EKLH5	FEDERAL FARM CREDIT BANK	50,000,000	2.35	2.37	4/18/19	4/18/22	97,917	863	-	98,779
Federal Agencies	3133EKLH5	FEDERAL FARM CREDIT BANK	25,000,000	2.25	2.32	5/16/19	5/16/22	46,875	1,435	-	48,310
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	35,000,000	2.25	2.32	5/16/19	5/16/22	65,625	2,010	-	67,635
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	3133ELDK7	FEDERAL FARM CREDIT BANK	20,000,000	1.63	1.63	12/16/19	6/15/22	13,583	19	-	13,602
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	16,979	23	-	17,002
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	16,979	23	-	17,002
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.63	12/16/19	6/15/22	16,979	23	-	17,002
Federal Agencies	3134GBF72	FREDDIE MAC	-	2.01	2.01	9/15/17	6/15/22	39,083	-	-	39,083
Federal Agencies	3134GBN73	FREDDIE MAC	50,000,000	2.07	2.00	10/2/17	7/1/22	86,250	-	-	86,250
Federal Agencies	3134GUNR7	FREDDIE MAC	25,000,000	2.00	2.00	11/12/19	8/12/22	41,667	-	-	41,667
Federal Agencies	3134GUNR7	FREDDIE MAC	25,000,000	2.00	2.00	11/12/19	8/12/22	41,667	-	-	41,667

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	3134GUNR7	FREDDIE MAC	25,000,000	2.00	2.00	11/12/19	8/12/22	41,667	-	-	41,667
Federal Agencies	3134GUNR7	FREDDIE MAC	25,000,000	2.00	2.00	11/12/19	8/12/22	41,667	-	-	41,667
Federal Agencies	3134GUAJ9	FREDDIE MAC	25,000,000	2.09	2.09	9/12/19	9/12/22	43,542	-	-	43,542
Federal Agencies	3134GUAJ9	FREDDIE MAC	25,000,000	2.09	2.09	9/12/19	9/12/22	43,542	-	-	43,542
Federal Agencies	3134GUAJ9	FREDDIE MAC	25,000,000	2.09	2.09	9/12/19	9/12/22	43,542	-	-	43,542
Federal Agencies	3134GUAJ9	FREDDIE MAC	25,000,000	2.09	2.09	9/12/19	9/12/22	43,542	-	-	43,542
Federal Agencies	3130AH48	FEDERAL HOME LOAN BANK	-	2.25	2.25	9/19/19	9/19/22	112,500	-	-	112,500
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	25,000,000	2.05	2.05	10/17/19	10/17/22	42,708	-	-	42,708
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	25,000,000	2.05	2.05	10/17/19	10/17/22	42,708	-	-	42,708
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	25,000,000	2.05	2.05	10/17/19	10/17/22	42,708	-	-	42,708
Federal Agencies	3130AHD75	FEDERAL HOME LOAN BANK	25,000,000	2.05	2.05	10/17/19	10/17/22	42,708	-	-	42,708
Federal Agencies	3134GUJN1	FREDDIE MAC	25,000,000	2.10	2.10	10/17/19	10/17/22	43,750	-	-	43,750
Federal Agencies	3134GUJN1	FREDDIE MAC	25,000,000	2.10	2.10	10/17/19	10/17/22	43,750	-	-	43,750
Federal Agencies	3134GUJN1	FREDDIE MAC	25,000,000	2.10	2.10	10/17/19	10/17/22	43,750	-	-	43,750
Federal Agencies	3134GUJN1	FREDDIE MAC	25,000,000	2.10	2.10	10/17/19	10/17/22	43,750	-	-	43,750
Federal Agencies	3134GULD0	FREDDIE MAC	50,000,000	2.10	2.10	10/17/19	10/17/22	87,500	-	-	87,500
Federal Agencies	3134GULD0	FREDDIE MAC	15,495,000	2.13	2.13	10/23/19	10/21/22	27,439	-	-	27,439
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	25,000,000	2.00	2.00	10/30/19	10/28/22	41,667	-	-	41,667
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	25,000,000	2.00	2.00	10/30/19	10/28/22	41,667	-	-	41,667
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	25,000,000	2.00	2.00	10/30/19	10/28/22	41,667	-	-	41,667
Federal Agencies	3130AHGS6	FEDERAL HOME LOAN BANK	25,000,000	2.00	2.00	10/30/19	10/28/22	41,667	-	-	41,667
Federal Agencies	3134GUB33	FREDDIE MAC	50,000,000	2.00	2.00	12/18/19	9/18/23	36,111	-	-	36,111
Federal Agencies	3134GUTS9	FREDDIE MAC	25,000,000	2.07	2.07	11/20/19	5/20/24	43,125	47	-	43,172
Federal Agencies	3134GUTS9	FREDDIE MAC	25,000,000	2.07	2.07	11/20/19	5/20/24	43,125	47	-	43,172
Federal Agencies	3134GUTS9	FREDDIE MAC	25,000,000	2.07	2.07	11/20/19	5/20/24	43,125	47	-	43,172
Federal Agencies	3134GUTS9	FREDDIE MAC	25,000,000	2.07	2.07	11/20/19	5/20/24	43,125	47	-	43,172
Federal Agencies	3134GUVL1	FREDDIE MAC	50,000,000	2.00	2.00	11/25/19	5/28/24	83,333	-	-	83,333
Federal Agencies	3134GUVL1	FREDDIE MAC	50,000,000	2.00	2.00	11/25/19	5/28/24	83,333	-	-	83,333
Federal Agencies	3130AHSZ7	FEDERAL HOME LOAN BANK	105,500,000	2.05	2.06	12/27/19	6/27/24	24,031	160	-	24,191
Federal Agencies	3134GUUR9	FREDDIE MAC	25,000,000	2.05	2.05	11/26/19	8/26/24	42,604	-	-	42,604
Federal Agencies	3134GUUR9	FREDDIE MAC	25,000,000	2.05	2.05	11/26/19	8/26/24	42,604	-	-	42,604
Federal Agencies	3134GUUR9	FREDDIE MAC	25,000,000	2.05	2.05	11/26/19	8/26/24	42,604	-	-	42,604
Federal Agencies	3134GUUR9	FREDDIE MAC	25,000,000	2.05	2.05	11/26/19	8/26/24	42,604	-	-	42,604
Federal Agencies	3134GUV99	FREDDIE MAC	25,000,000	2.05	2.05	11/27/19	8/27/24	42,708	-	-	42,708
Federal Agencies	3134GUV99	FREDDIE MAC	25,000,000	2.05	2.05	11/27/19	8/27/24	42,708	-	-	42,708
Federal Agencies	3134GUV99	FREDDIE MAC	25,000,000	2.05	2.05	11/27/19	8/27/24	42,708	-	-	42,708
Federal Agencies	3134GUV99	FREDDIE MAC	25,000,000	2.05	2.05	11/27/19	8/27/24	42,708	-	-	42,708
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	25,000,000	2.10	2.10	11/27/19	11/27/24	43,750	-	-	43,750
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	25,000,000	2.10	2.10	11/27/19	11/27/24	43,750	-	-	43,750
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	25,000,000	2.10	2.10	11/27/19	11/27/24	43,750	-	-	43,750
Federal Agencies	3130AHMR1	FEDERAL HOME LOAN BANK	25,000,000	2.10	2.10	11/27/19	11/27/24	43,750	-	-	43,750
Federal Agencies	3133ELCPT	FEDERAL FARM CREDIT BANK	25,000,000	2.10	2.10	11/27/19	11/27/24	43,750	-	-	43,750
Federal Agencies	3134GUYD6	FREDDIE MAC	25,000,000	1.63	1.66	12/3/19	12/3/24	31,597	635	-	32,232
Federal Agencies	3134GUYD6	FREDDIE MAC	25,000,000	2.09	2.09	12/10/19	12/10/24	30,479	-	-	30,479
Federal Agencies	3134GUYD6	FREDDIE MAC	25,000,000	2.09	2.09	12/10/19	12/10/24	30,479	-	-	30,479
Federal Agencies	3134GUYD6	FREDDIE MAC	25,000,000	2.09	2.09	12/10/19	12/10/24	30,479	-	-	30,479
Federal Agencies	3134GUYD6	FREDDIE MAC	25,000,000	2.09	2.09	12/10/19	12/10/24	30,479	-	-	30,479
Federal Agencies	3130AHN58	FEDERAL HOME LOAN BANK	100,000,000	2.15	2.15	12/16/19	12/16/24	89,583	-	-	89,583
Federal Agencies	3130AHR6	FEDERAL HOME LOAN BANK	98,545,000	2.10	2.10	12/19/19	12/19/24	68,982	140	-	69,122
Subtotals			\$ 5,183,190,000					\$ 8,683,747	\$ 213,528	\$	\$ 8,897,275
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	27,962,641	1.71	2.30	2/6/17	5/1/21	39,917	9,493	-	49,410
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			\$ 80,731,641					\$ 141,422	\$ 8,712	\$	\$ 150,135

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Amort. Expense	Realized Gain/(Loss)	Earned Interest	Earned Income /Net Earnings
Public Time Deposits	PP9J6D723	SAN FRANCISCO CREDIT UNION	\$ -	2.33	2.33	6/4/19	12/4/19	\$ -	\$ -	1,918	\$ 1,918
Public Time Deposits	PPEQ338W9	BANK OF SAN FRANCISCO	-	2.31	2.31	6/11/19	12/11/19	-	-	3,165	3,165
Public Time Deposits	PPQD3G113	BRIDGE BANK	-	2.15	2.15	6/24/19	12/23/19	-	-	12,987	12,987
Public Time Deposits	PP9J79QD6	BRIDGE BANK	10,000,000	1.95	1.95	9/26/19	3/24/20	-	-	16,562	16,562
Public Time Deposits	PP9N4D668	SAN FRANCISCO CREDIT UNION	10,000,000	1.59	1.59	12/4/19	6/4/20	-	-	12,167	12,167
Public Time Deposits	PP9J7XBG2	BANK OF SAN FRANCISCO	5,000,000	1.57	1.57	12/11/19	6/8/20	-	-	4,579	4,579
Public Time Deposits	PP9W8R1R2	BRIDGE BANK	10,000,000	1.60	1.60	12/23/19	6/23/20	-	-	3,945	3,945
Subtotals			\$ 35,000,000					\$ -	\$ -	\$ 55,324	\$ 55,324
Negotiable CDs	65602VQL3	NORINCHUKIN BANK NY	\$ -	2.25	2.25	8/1/19	12/2/19	\$ -	\$ -	3,125	3,125
Negotiable CDs	66370RPF8	BANK OF MONTREAL CHICAGO	-	3.12	3.12	12/3/18	12/3/19	-	-	8,667	8,667
Negotiable CDs	89114MPF8	TORONTO DOMINION BANK NY	-	3.10	3.10	12/6/18	12/6/19	-	-	21,528	21,528
Negotiable CDs	96130ABE7	WESTPAC BANKING CORP NY	-	3.05	3.05	12/7/18	12/6/19	-	-	21,181	21,181
Negotiable CDs	06370RQD4	BANK OF MONTREAL CHICAGO	-	3.06	3.06	12/6/18	12/9/19	-	-	34,000	34,000
Negotiable CDs	06370RQZ5	BANK OF MONTREAL CHICAGO	-	3.06	3.06	12/10/18	12/11/19	-	-	42,500	42,500
Negotiable CDs	06370R3G2	BANK OF MONTREAL CHICAGO	-	2.05	2.05	9/18/19	12/17/19	-	-	41,000	41,000
Negotiable CDs	63873NE49	NATIXIS NY BRANCH	35,000,000	2.05	2.05	10/2/19	1/2/20	-	-	61,785	61,785
Negotiable CDs	78012JUN7	ROYAL BANK OF CANADA NY	50,000,000	3.00	3.00	1/11/19	1/6/20	-	-	129,167	129,167
Negotiable CDs	78012JUN5	ROYAL BANK OF CANADA NY	25,000,000	2.57	2.57	4/8/19	1/6/20	-	-	55,326	55,326
Negotiable CDs	89114MB30	TORONTO DOMINION BANK NY	25,000,000	2.57	2.57	4/8/19	1/8/20	-	-	55,326	55,326
Negotiable CDs	89114MBX0	TORONTO DOMINION BANK NY	50,000,000	2.60	2.60	4/8/19	1/17/20	-	-	111,944	111,944
Negotiable CDs	65602VRW8	NORINCHUKIN BANK NY	40,000,000	2.00	2.00	12/17/19	1/17/20	-	-	33,333	33,333
Negotiable CDs	89114MF36	BANK OF NOVA SCOTIA HOUS	50,000,000	2.11	2.11	9/24/19	1/24/20	-	-	90,847	90,847
Negotiable CDs	06417G6G8	BANK OF NOVA SCOTIA HOUS	50,000,000	2.57	2.57	4/25/19	2/3/20	-	-	110,653	110,653
Negotiable CDs	06417G6H6	BANK OF NOVA SCOTIA HOUS	50,000,000	2.56	2.56	4/24/19	2/3/20	-	-	110,222	110,222
Negotiable CDs	06417G6K9	BANK OF NOVA SCOTIA HOUS	50,000,000	2.57	2.57	4/25/19	2/5/20	-	-	110,653	110,653
Negotiable CDs	06367BDP1	BANK OF MONTREAL CHICAGO	50,000,000	2.56	2.56	4/29/19	2/6/20	-	-	110,222	110,222
Negotiable CDs	96130ABW7	WESTPAC BANKING CORP NY	50,000,000	2.00	2.00	12/17/19	2/14/20	-	-	41,667	41,667
Negotiable CDs	06417G6L7	BANK OF NOVA SCOTIA HOUS	50,000,000	2.71	2.71	2/15/19	2/14/20	-	-	116,681	116,681
Negotiable CDs	06417G6V5	BANK OF NOVA SCOTIA HOUS	50,000,000	2.57	2.57	4/29/19	2/19/20	-	-	110,653	110,653
Negotiable CDs	65602VTH9	NORINCHUKIN BANK NY	50,000,000	2.57	2.57	5/6/19	2/21/20	-	-	110,653	110,653
Negotiable CDs	96130ACE6	WESTPAC BANKING CORP NY	75,000,000	1.93	1.93	10/25/19	2/25/20	-	-	124,646	124,646
Negotiable CDs	06367BAK5	BANK OF MONTREAL CHICAGO	50,000,000	2.70	2.70	3/6/19	2/26/20	-	-	116,250	116,250
Negotiable CDs	06370RUV9	BANK OF MONTREAL CHICAGO	35,000,000	1.85	1.85	11/26/19	2/28/20	-	-	55,757	55,757
Negotiable CDs	06370RVN6	BANK OF MONTREAL CHICAGO	50,000,000	2.68	2.68	3/1/19	3/2/20	-	-	115,389	115,389
Negotiable CDs	65602VWG7	NORINCHUKIN BANK NY	50,000,000	2.70	2.70	3/5/19	3/2/20	-	-	116,250	116,250
Negotiable CDs	06417VMB53	BANK OF NOVA SCOTIA HOUS	25,000,000	1.95	1.95	12/19/19	3/11/20	-	-	17,604	17,604
Negotiable CDs	65602VVD5	NORINCHUKIN BANK NY	100,000,000	2.02	2.02	9/12/19	3/12/20	-	-	173,944	173,944
Negotiable CDs	89114N4B8	TORONTO DOMINION BANK NY	50,000,000	1.87	1.87	11/25/19	3/16/20	-	-	80,514	80,514
Negotiable CDs	65602VUF1	NORINCHUKIN BANK NY	75,000,000	2.06	2.06	9/17/19	3/16/20	-	-	133,042	133,042
Negotiable CDs	78012JUMY8	ROYAL BANK OF CANADA NY	40,000,000	1.89	1.89	1/17/19	3/18/20	-	-	65,100	65,100
Negotiable CDs	89114N4M2	ROYAL BANK OF CANADA NY	50,000,000	2.58	2.58	4/4/19	3/25/20	-	-	111,083	111,083
Negotiable CDs	06370RYS2	BANK OF MONTREAL CHICAGO	50,000,000	2.58	2.58	4/4/19	3/30/20	-	-	111,083	111,083
Negotiable CDs	65602VSV9	NORINCHUKIN BANK NY	65,000,000	2.60	2.60	4/11/19	4/13/20	-	-	145,528	145,528
Negotiable CDs	89114N4G7	TORONTO DOMINION BANK NY	70,500,000	1.95	1.92	11/4/19	4/24/20	-	-	118,381	116,645
Negotiable CDs	06417MCD5	BANK OF NOVA SCOTIA HOUS	40,000,000	2.05	2.05	9/18/19	4/24/20	-	-	70,611	70,611
Negotiable CDs	65602VTE6	NORINCHUKIN BANK NY	100,000,000	2.03	2.03	9/18/19	4/27/20	-	-	174,806	174,806
Negotiable CDs	65602VTL0	NORINCHUKIN BANK NY	50,000,000	1.94	1.94	10/29/19	4/28/20	-	-	83,528	83,528
Negotiable CDs	78012JUY4	ROYAL BANK OF CANADA NY	75,000,000	1.93	1.93	10/30/19	4/30/20	-	-	124,646	124,646
Negotiable CDs	89114N4CH6	TORONTO DOMINION BANK NY	100,000,000	2.02	2.02	9/17/19	5/11/20	-	-	173,944	173,944
Negotiable CDs	89114N4B2	TORONTO DOMINION BANK NY	50,000,000	1.86	1.86	12/6/19	5/13/20	-	-	67,167	67,167
Negotiable CDs	89114N4B2	TORONTO DOMINION BANK NY	50,000,000	1.83	1.83	11/19/19	6/22/20	-	-	94,550	94,550
Negotiable CDs	06417MFP5	BANK OF NOVA SCOTIA HOUS	50,000,000	1.85	1.85	12/5/19	7/1/20	-	-	69,375	69,375
Negotiable CDs	89114NA54	TORONTO DOMINION BANK NY	50,000,000	1.86	1.86	11/6/19	7/1/20	-	-	80,083	80,083

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Negotiable CDs	96121T4A3	WESTPAC BANKING CORP NY	28,790,000	2.05	1.87	11/12/19	8/3/20	49,183	(4,378)	-	44,805
Negotiable CDs	06367BAC3	BANK OF MONTREAL CHICAGO	50,000,000	2.00	2.00	11/25/19	9/2/20	86,013	-	-	86,013
Negotiable CDs	89114N5H4	TORONTO DOMINION BANK NY	100,000,000	2.08	2.08	9/25/19	9/24/20	174,508	-	-	174,508
Negotiable CDs	06417MCW3	BANK OF NOVA SCOTIA HOUS	50,000,000	2.13	2.13	9/27/19	9/28/20	87,337	-	-	87,337
Negotiable CDs	89114N5M3	TORONTO DOMINION BANK NY	50,000,000	2.12	2.12	9/27/19	9/28/20	88,024	-	-	88,024
Negotiable CDs	06417MDE2	BANK OF NOVA SCOTIA HOUS	50,000,000	2.04	2.04	10/3/19	10/9/20	88,382	-	-	88,382
Negotiable CDs	89114N6E0	TORONTO DOMINION BANK NY	50,000,000	2.04	2.04	10/11/19	10/9/20	88,382	-	-	88,382
Negotiable CDs	06370R6W4	BANK OF MONTREAL CHICAGO	50,000,000	2.05	2.05	11/13/19	10/26/20	88,176	-	-	88,176
Negotiable CDs	96130ADY1	WESTPAC BANKING CORP NY	50,000,000	2.08	2.08	10/30/19	10/28/20	85,184	-	-	85,184
Negotiable CDs	78012URS6	ROYAL BANK OF CANADA NY	35,000,000	2.02	2.02	12/3/19	12/3/20	56,826	-	-	56,826
Negotiable CDs	06367BBD0	BANK OF MONTREAL CHICAGO	50,000,000	1.85	1.85	12/3/19	12/4/20	74,514	-	-	74,514
Negotiable CDs	96130AEP9	WESTPAC BANKING CORP NY	50,000,000	2.04	2.04	12/6/19	12/9/20	73,563	-	-	73,563
Negotiable CDs	96130AET1	WESTPAC BANKING CORP NY	75,000,000	1.86	1.86	12/13/19	12/14/20	73,625	-	-	73,625
Subtotals			\$ 2,724,290,000					\$ 5,068,129	\$ (6,114)	\$ -	\$ 5,062,015
Commercial Paper	62479MZP1	MUFG BANK LTD NY	-	0.00	2.23	7/26/19	12/23/19	\$	81,033	\$	81,033
Commercial Paper	62479LAT2	MUFG BANK LTD NY	50,000,000	0.00	2.09	9/27/19	1/27/20	-	89,556	-	89,556
Commercial Paper	62479LAX3	MUFG BANK LTD NY	40,000,000	0.00	2.07	8/28/19	1/31/20	-	70,611	-	70,611
Commercial Paper	62479LBT1	MUFG BANK LTD NY	50,000,000	0.00	2.07	9/30/19	2/27/20	-	88,264	-	88,264
Commercial Paper	62479LC45	MUFG BANK LTD NY	15,000,000	0.00	1.93	10/24/19	3/4/20	-	24,800	-	24,800
Commercial Paper	62479LC45	MUFG BANK LTD NY	25,000,000	0.00	1.98	10/7/19	3/4/20	-	42,194	-	42,194
Commercial Paper	62479LC60	MUFG BANK LTD NY	50,000,000	0.00	2.05	9/11/19	3/6/20	-	87,403	-	87,403
Commercial Paper	62479LCG8	MUFG BANK LTD NY	75,000,000	0.00	1.98	10/7/19	3/16/20	-	126,583	-	126,583
Commercial Paper	89233GGCH7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.07	9/18/19	3/17/20	-	88,264	-	88,264
Commercial Paper	89233GGJ3	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.02	9/24/19	3/18/20	-	86,111	-	86,111
Commercial Paper	89233GGD11	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.90	11/25/19	4/1/20	-	81,375	-	81,375
Commercial Paper	89233GGN2	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.89	11/25/19	5/22/20	-	80,514	-	80,514
Commercial Paper	89233GGN2	TOYOTA MOTOR CREDIT CORP	65,000,000	0.00	1.88	12/2/19	5/22/20	-	100,750	-	100,750
Commercial Paper	89233GGT9	TOYOTA MOTOR CREDIT CORP	40,000,000	0.00	1.88	12/2/19	5/27/20	-	62,000	-	62,000
Commercial Paper	62479LF59	MUFG BANK LTD NY	25,000,000	0.00	2.07	9/24/19	6/5/20	-	43,917	-	43,917
Commercial Paper	62479LFA8	MUFG BANK LTD NY	40,000,000	0.00	1.92	12/30/19	6/10/20	-	4,222	-	4,222
Commercial Paper	62479LFF7	MUFG BANK LTD NY	50,000,000	0.00	2.07	9/24/19	6/15/20	-	87,833	-	87,833
Commercial Paper	62479LGL7	MUFG BANK LTD NY	60,000,000	0.00	1.96	10/25/19	7/1/20	-	99,717	-	99,717
Commercial Paper	62479LGL7	MUFG BANK LTD NY	75,000,000	0.00	1.95	10/21/19	7/1/20	-	124,000	-	124,000
Commercial Paper	89233GGG18	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.89	11/6/19	7/1/20	-	80,514	-	80,514
Commercial Paper	89233GGG18	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.88	12/9/19	7/1/20	-	59,417	-	59,417
Commercial Paper	89233GHH2	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.83	12/6/19	8/17/20	-	65,361	-	65,361
Commercial Paper	62479LHR9	MUFG BANK LTD NY	45,000,000	0.00	1.90	12/10/19	8/25/20	-	51,425	-	51,425
Subtotals			\$ 1,055,000,000					\$ -	\$ 1,725,864	\$ -	\$ 1,725,864
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	\$	2.20	2.25	1/12/38	1/12/40	\$	757	\$	37,424
Medium Term Notes	89236TFQ3	TOYOTA MOTOR CREDIT CORP	5,000,000	3.05	3.08	1/9/39	1/10/41	12,708	127	-	12,836
Subtotals			\$ 25,000,000					\$ 49,375	\$ 884	\$ -	\$ 50,259
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	10,536,800	1.52	1.52	12/31/19	1/1/20	13,568	-	-	13,568
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	66,956,887	1.53	1.53	12/31/19	1/1/20	187,896	-	-	187,896
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	10,506,961	1.51	1.51	12/31/19	1/1/20	13,443	-	-	13,443
Money Market Funds	31607A703	FIDELITY INST GOV FUND	592,395,803	1.55	1.55	12/31/19	1/1/20	915,434	-	-	915,434
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	11,344,859	1.52	1.52	12/31/19	1/1/20	14,646	-	-	14,646
Subtotals			\$ 691,741,310					\$ 1,144,986	\$ -	\$ -	\$ 1,144,986

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
Supranationals	459052RX6	INTL BK RECON & DEVELOP DISC	\$ 20,000,000	0.00	2.42	4/24/19	1/17/20	\$ -	40,989	\$ -	40,989
Supranationals	459052SC1	INTL BK RECON & DEVELOP DISC	40,000,000	0.00	2.42	4/24/19	1/22/20	-	81,978	-	81,978
Supranationals	459052SH0	INTL BK RECON & DEVELOP DISC	25,000,000	0.00	1.86	10/3/19	1/27/20	-	39,826	-	39,826
Supranationals	459052SH0	INTL BK RECON & DEVELOP DISC	50,000,000	0.00	1.86	10/3/19	1/27/20	-	79,653	-	79,653
Supranationals	459052SJ6	INTL BK RECON & DEVELOP DISC	100,000,000	0.00	1.86	10/2/19	1/28/20	-	159,306	-	159,306
Supranationals	459058FZ1	INTL BK RECON & DEVELOP DISC	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	459052XW1	INTL BK RECON & DEVELOP DISC	100,000,000	0.00	1.61	12/11/19	6/8/20	-	93,333	-	93,333
Supranationals	459058GA5	INTL BK RECON & DEVELOP DISC	50,000,000	1.63	1.64	8/29/17	9/4/20	67,750	295	-	68,045
Supranationals	45905UQ80	INTL BK RECON & DEVELOP DISC	50,000,000	1.95	1.97	11/9/17	11/9/20	81,250	990	-	82,240
Supranationals	45905UQ80	INTL BK RECON & DEVELOP DISC	50,000,000	1.95	2.15	12/20/17	11/9/20	81,250	8,272	-	89,522
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 DISC	50,000,000	2.75	2.85	7/25/18	7/23/21	114,583	3,315	-	117,899
Subtotals			\$ 777,135,000				\$ 783,345	\$ 552,752	\$ -	\$ -	\$ 1,336,097
Grand Totals			\$ 12,432,087,950				\$ 18,744,536	\$ 2,438,197	\$ -	\$ -	\$ 21,182,732

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended December 31, 2019

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	12/2/19	5/22/20	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233G3EN2	\$ 65,000,000	0.00	1.88	\$ 99.11	\$ -	\$ 64,422,367
Purchase	12/2/19	5/27/20	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233G3ET9	40,000,000	0.00	1.88	99.09	-	39,634,200
Purchase	12/3/19	12/3/20	Negotiable CDs	ROYAL BANK OF CANADA NY	78012URS6	35,000,000	2.02	2.02	100.00	-	35,000,000
Purchase	12/3/19	12/4/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BBD0	50,000,000	1.85	1.85	100.00	-	50,000,000
Purchase	12/3/19	1/15/21	U.S. Treasuries	US TREASURY	9128283Q1	50,000,000	2.00	1.68	100.35	383,152	50,558,933
Purchase	12/3/19	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.67	99.94	344,429	50,313,179
Purchase	12/3/19	12/3/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELCP7	25,000,000	0.00	0.03	99.84	-	24,960,000
Purchase	12/4/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	110,000,000	1.54	1.53	100.00	-	110,000,000
Purchase	12/4/19	6/4/20	Public Time Deposits	SAN FRANCISCO CRED UNION	PP9N4D668	10,000,000	1.65	1.65	100.00	-	10,000,000
Purchase	12/5/19	7/1/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MFP5	50,000,000	1.85	1.85	100.00	-	50,000,000
Purchase	12/6/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	1.54	1.53	100.00	-	100,000,000
Purchase	12/6/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	40,000,000	1.55	1.55	100.00	-	40,000,000
Purchase	12/6/19	5/13/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114NCH6	50,000,000	1.86	1.86	100.00	-	50,000,000
Purchase	12/6/19	8/17/20	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GH12	50,000,000	0.00	1.83	98.72	-	49,358,958
Purchase	12/6/19	12/9/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130AEP9	50,000,000	2.04	2.04	100.00	-	50,000,000
Purchase	12/6/19	3/15/21	U.S. Treasuries	US TREASURY	9128284B3	50,000,000	2.38	1.66	100.90	267,514	50,716,732
Purchase	12/9/19	7/1/20	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233G3G18	50,000,000	0.00	1.88	98.94	-	49,470,417
Purchase	12/9/19	4/15/21	U.S. Treasuries	US TREASURY	9128284G2	50,000,000	2.38	1.68	100.93	178,449	50,641,340
Purchase	12/9/19	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.65	99.96	357,677	50,336,192
Purchase	12/9/19	8/31/21	U.S. Treasuries	US TREASURY	912828YC8	50,000,000	1.50	1.66	99.73	206,044	50,071,278
Purchase	12/10/19	12/31/19	U.S. Treasuries	TREASURY BILL	912796WL9	50,000,000	0.00	1.54	99.91	-	49,955,010
Purchase	12/10/19	8/25/20	Commercial Paper	MUFG BANK LTD NY	62479LHR9	45,000,000	0.00	1.90	98.65	-	44,394,588
Purchase	12/10/19	12/10/24	Federal Agencies	FREDDIE MAC	3134GUYD6	25,000,000	2.09	2.09	100.00	-	25,000,000
Purchase	12/10/19	12/10/24	Federal Agencies	FREDDIE MAC	3134GUYD6	25,000,000	2.09	2.09	100.00	-	25,000,000
Purchase	12/10/19	12/10/24	Federal Agencies	FREDDIE MAC	3134GUYD6	25,000,000	2.09	2.09	100.00	-	25,000,000
Purchase	12/10/19	12/10/24	Federal Agencies	FREDDIE MAC	3134GUYD6	25,000,000	2.09	2.09	100.00	-	25,000,000
Purchase	12/11/19	6/8/20	Supranationals	INTL BK RECON & DEVELOP	459052XW1	100,000,000	0.00	1.61	99.20	-	99,200,000
Purchase	12/11/19	6/8/20	Public Time Deposits	BANK OF SAN FRANCISCO	PP9J7XBG2	5,000,000	1.57	1.57	100.00	-	5,000,000
Purchase	12/11/19	4/15/21	U.S. Treasuries	US TREASURY	9128284G2	50,000,000	2.38	1.68	100.91	184,939	50,641,970
Purchase	12/11/19	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.69	101.39	641,906	51,339,171
Purchase	12/11/19	9/30/21	U.S. Treasuries	US TREASURY	912828T34	50,000,000	1.13	1.69	99.00	110,656	49,608,703
Purchase	12/12/19	7/15/21	U.S. Treasuries	US TREASURY	912828Y2	50,000,000	2.63	1.69	101.46	534,986	51,263,502
Purchase	12/13/19	1/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	21	1.51	1.51	100.00	-	21
Purchase	12/13/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	36,000,000	1.55	1.55	100.00	-	36,000,000
Purchase	12/13/19	12/14/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130AET1	75,000,000	1.86	1.86	100.00	-	75,000,000
Purchase	12/16/19	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	20,000,000	1.63	1.63	99.99	-	19,998,940
Purchase	12/16/19	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	25,000,000	1.63	1.63	99.99	-	24,998,676
Purchase	12/16/19	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	25,000,000	1.63	1.63	99.99	-	24,998,676
Purchase	12/16/19	12/16/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHN58	100,000,000	2.15	2.15	100.00	-	100,000,000
Purchase	12/17/19	1/17/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114NCH0	40,000,000	2.00	2.00	100.00	-	40,000,000
Purchase	12/17/19	2/14/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06367BDP1	50,000,000	2.00	2.00	100.00	-	50,000,000
Purchase	12/17/19	11/15/23	U.S. Treasuries	US TREASURY	912828WE6	50,000,000	2.75	1.71	103.92	120,879	52,081,817
Purchase	12/18/19	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.65	101.43	10,758	50,725,602
Purchase	12/18/19	9/18/23	Federal Agencies	FREDDIE MAC	3134GUB33	50,000,000	2.00	2.00	100.00	-	50,000,000
Purchase	12/19/19	3/11/20	Negotiable CDs	NORINCHUKIN BANK NY	65602VWG7	25,000,000	1.95	1.95	100.00	-	25,000,000
Purchase	12/19/19	12/19/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHR66	98,545,000	2.10	2.10	99.98	-	98,525,291
Purchase	12/20/19	12/20/21	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHR55	22,500,000	1.63	1.68	99.89	-	22,475,700
Purchase	12/23/19	6/23/20	Public Time Deposits	BRIDGE BANK	PP9W8R1R2	10,000,000	1.60	1.60	100.00	-	10,000,000
Purchase	12/24/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	28,000,000	1.55	1.55	100.00	-	28,000,000
Purchase	12/27/19	6/27/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130AHS73	105,500,000	2.05	2.06	99.95	-	105,447,250
Purchase	12/30/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	129,000,000	1.55	1.55	100.00	-	129,000,000
Purchase	12/30/19	6/10/20	Commercial Paper	MUFG BANK LTD NY	62479LFA8	40,000,000	0.00	1.92	99.14	-	39,655,889

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	12/31/19	1/1/20	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	13,568	1.52	1.52	100.00	-	13,568
Purchase	12/31/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	187,896	1.54	1.53	100.00	-	187,896
Purchase	12/31/19	1/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248718	13,422	1.51	1.51	100.00	-	13,422
Purchase	12/31/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	915,434	1.55	1.55	100.00	-	915,434
Purchase	12/31/19	1/1/20	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	14,646	1.52	1.52	100.00	-	14,646
Subtotals						\$2,505,689,986	1.57	1.77	\$ 100.04	\$ 3,341,389	\$2,509,939,367
Sale	12/3/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	\$ 70,000,000	1.55	1.55	\$ 100.00	\$ -	70,000,000
Sale	12/9/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	150,000,000	1.55	1.55	100.00	-	150,000,000
Sale	12/11/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	100,000,000	1.54	1.53	100.00	-	100,000,000
Sale	12/16/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	115,000,000	1.54	1.53	100.00	-	115,000,000
Sale	12/17/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	15,000,000	1.54	1.53	100.00	-	15,000,000
Sale	12/18/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	110,000,000	1.55	1.55	100.00	-	110,000,000
Sale	12/19/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	30,000,000	1.55	1.55	100.00	-	30,000,000
Sale	12/23/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	12,000,000	1.54	1.53	100.00	-	12,000,000
Sale	12/23/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	100,000,000	1.55	1.55	100.00	-	100,000,000
Sale	12/26/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	43,000,000	1.55	1.55	100.00	-	43,000,000
Sale	12/27/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	16,000,000	1.55	1.55	100.00	-	16,000,000
Sale	12/31/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	28,000,000	1.55	1.55	100.00	-	28,000,000
Subtotals						\$ 789,000,000	1.54	1.54	\$ 100.00	\$ -	\$ 789,000,000
Call	12/1/19	7/1/20	Federal Agencies	FREDDIE MAC	3134GB5M0	\$ 50,000,000	1.96	1.96	100.00	\$ -	50,000,000
Call	12/10/19	9/10/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130AH2K8	50,000,000	2.05	2.05	100.00	-	50,000,000
Call	12/10/19	9/10/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130AH2K8	50,000,000	2.05	2.05	100.00	-	50,000,000
Call	12/15/19	12/15/21	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACB60	50,000,000	2.00	2.00	100.00	-	50,000,000
Call	12/15/19	6/15/22	Federal Agencies	FREDDIE MAC	3134GBF72	50,000,000	2.01	2.01	100.00	-	50,000,000
Call	12/19/19	9/19/22	Federal Agencies	FEDERAL HOME LOAN BANK	3130AH4A8	100,000,000	2.25	2.25	100.00	-	100,000,000
Call	12/29/19	6/29/21	Federal Agencies	FREDDIE MAC	3134GBJ60	50,000,000	1.90	1.90	100.00	-	50,000,000
Call	12/30/19	6/30/20	Federal Agencies	FANNIE MAE	3136G3TG0	15,000,000	1.75	1.75	100.00	-	15,000,000
Subtotals						\$ 415,000,000	2.05	2.05	\$ -	\$ -	\$ 415,000,000
Maturity	12/2/19	12/2/19	Federal Agencies	FED HOME LN DISCOUNT NT	313384PZ6	\$ 80,000,000	0.00	1.53	100.00	\$ -	80,000,000
Maturity	12/2/19	12/2/19	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	1.95	1.94	100.00	81,037	50,081,037
Maturity	12/2/19	12/2/19	Negotiable CDs	NORINCHUKIN BANK NY	65602VQL3	50,000,000	2.25	2.25	100.00	384,375	50,384,375
Maturity	12/3/19	12/3/19	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RPG8	50,000,000	3.12	3.12	100.00	1,581,667	51,581,667
Maturity	12/4/19	12/4/19	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PP9J6D723	10,000,000	2.33	2.33	100.00	59,261	10,059,261
Maturity	12/6/19	12/6/19	Negotiable CDs	TORONTO DOMINION BANK NY	89114MPF8	50,000,000	3.10	3.10	100.00	1,571,528	51,571,528
Maturity	12/6/19	12/6/19	Negotiable CDs	WESTPAC BANKING CORP NY	96130ABE7	50,000,000	3.05	3.05	100.00	1,541,944	51,541,944
Maturity	12/9/19	12/9/19	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RQD4	50,000,000	3.06	3.06	100.00	1,564,000	51,564,000
Maturity	12/11/19	12/11/19	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370RQZ5	50,000,000	3.06	3.06	100.00	1,555,500	51,555,500
Maturity	12/11/19	12/11/19	Public Time Deposits	BANK OF SAN FRANCISCO	PPEQ338W9	5,000,000	2.31	2.31	100.00	28,311	5,028,311
Maturity	12/13/19	12/13/19	Federal Agencies	FEDERAL HOME LOAN BANK	3130A0JR2	11,360,000	2.38	1.90	100.00	134,900	11,494,900
Maturity	12/13/19	12/13/19	Federal Agencies	FEDERAL HOME LOAN BANK	3130A0JR2	20,000,000	2.38	1.90	100.00	237,500	20,237,500
Maturity	12/13/19	12/13/19	Federal Agencies	FEDERAL HOME LOAN BANK	3130A0JR2	40,000,000	2.38	1.90	100.00	475,000	40,475,000
Maturity	12/17/19	12/17/19	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370R3G2	45,000,000	2.05	2.05	100.00	230,625	45,230,625
Maturity	12/23/19	12/23/19	Commercial Paper	MUFG BANK LTD NY	62479MZP1	60,000,000	0.00	2.23	100.00	-	60,000,000
Maturity	12/23/19	12/23/19	Public Time Deposits	BRIDGE BANK	PPQD3GI13	10,000,000	2.16	2.15	100.00	110,741	10,110,741
Maturity	12/31/19	12/31/19	U.S. Treasuries	TREASURY BILL	912796WL9	50,000,000	0.00	1.54	100.00	-	50,000,000
Maturity	12/31/19	12/31/19	U.S. Treasuries	US TREASURY	9128283N8	50,000,000	1.88	2.01	100.00	468,750	50,468,750
Subtotals						\$ 731,360,000	1.90	2.32	\$ -	\$ 10,025,138	\$ 741,385,138
Interest	12/1/19	7/1/20	Federal Agencies	FREDDIE MAC	3134GB5M0	\$ 50,000,000	1.96	1.96	0.00	0.00	\$ 490,000
Interest	12/2/19	11/2/20	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	1.99	1.98	0.00	0.00	41,352
Interest	12/2/19	6/2/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHL77	50,000,000	1.88	1.85	0.00	0.00	468,750

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	12/2/19	6/2/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHL77	50,000,000	1.88	1.88	0.00	0.00	468,750
Interest	12/9/19	10/9/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MDE2	50,000,000	2.09	2.09	0.00	0.00	78,338
Interest	12/9/19	10/9/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N6E0	50,000,000	2.09	2.09	0.00	0.00	78,338
Interest	12/10/19	9/10/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130AH2K8	50,000,000	2.05	2.05	0.00	0.00	256,250
Interest	12/10/19	9/10/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130AH2K8	50,000,000	2.05	2.05	0.00	0.00	256,250
Interest	12/11/19	12/11/20	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3UQ5	10,000,000	1.88	2.02	0.00	0.00	93,750
Interest	12/13/19	1/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,493,539	1.51	1.51	0.00	0.00	21
Interest	12/15/19	6/15/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHNK5	25,000,000	1.54	1.54	0.00	0.00	192,500
Interest	12/15/19	6/15/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHNK5	26,900,000	1.54	1.55	0.00	0.00	207,130
Interest	12/15/19	6/15/20	U.S. Treasuries	US TREASURY	912828XU9	50,000,000	1.50	1.51	0.00	0.00	375,000
Interest	12/15/19	6/15/20	U.S. Treasuries	US TREASURY	912828XU9	50,000,000	1.50	2.39	0.00	0.00	375,000
Interest	12/15/19	6/15/20	U.S. Treasuries	US TREASURY	912828XU9	100,000,000	1.50	2.67	0.00	0.00	750,000
Interest	12/15/19	12/15/20	Federal Agencies	FARMER MAC	3132XOZY0	12,750,000	2.05	2.07	0.00	0.00	130,688
Interest	12/15/19	12/15/20	U.S. Treasuries	US TREASURY	9128283L2	50,000,000	1.88	1.63	0.00	0.00	468,750
Interest	12/15/19	12/15/20	U.S. Treasuries	US TREASURY	9128283L2	50,000,000	1.88	1.65	0.00	0.00	468,750
Interest	12/15/19	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.66	0.00	0.00	656,250
Interest	12/15/19	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.65	0.00	0.00	656,250
Interest	12/15/19	6/15/21	U.S. Treasuries	US TREASURY	9128284T4	50,000,000	2.63	1.69	0.00	0.00	656,250
Interest	12/15/19	12/15/21	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACB60	50,000,000	2.00	2.00	0.00	0.00	500,000
Interest	12/15/19	6/15/22	Federal Agencies	FREDDIE MAC	3134GBF72	50,000,000	2.01	2.01	0.00	0.00	251,250
Interest	12/17/19	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3B3	25,000,000	2.80	2.84	0.00	0.00	350,000
Interest	12/17/19	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3B3	25,000,000	2.80	2.84	0.00	0.00	350,000
Interest	12/17/19	12/17/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJ3B3	25,000,000	2.80	2.85	0.00	0.00	350,000
Interest	12/19/19	9/19/22	Federal Agencies	FEDERAL HOME LOAN BANK	3130AH4A8	100,000,000	2.25	2.25	0.00	0.00	562,500
Interest	12/20/19	10/20/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR57	112,500,000	1.76	1.81	0.00	0.00	165,340
Interest	12/21/19	12/21/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	1.91	1.91	0.00	0.00	79,651
Interest	12/22/19	6/22/20	Federal Agencies	FREDDIE MAC	3134GBS70	14,675,000	1.65	1.65	0.00	0.00	121,069
Interest	12/22/19	6/22/21	Federal Agencies	FANNIE MAE	3135GOU35	25,000,000	2.75	2.76	0.00	0.00	343,750
Interest	12/24/19	9/24/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N5H4	100,000,000	2.01	2.01	0.00	0.00	161,756
Interest	12/24/19	12/24/20	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	2.04	2.04	0.00	0.00	169,833
Interest	12/25/19	3/25/21	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EKR99	90,000,000	1.82	1.83	0.00	0.00	136,350
Interest	12/27/19	9/28/20	Negotiable CDs	TORONTO DOMINION BANK NY	89114N5M3	50,000,000	2.03	2.03	0.00	0.00	84,563
Interest	12/27/19	10/26/20	Negotiable CDs	BANK OF MONTREAL CHICAGO	06370R6W4	50,000,000	2.05	2.05	0.00	0.00	125,106
Interest	12/29/19	6/29/20	Federal Agencies	FREDDIE MAC	3134GBTX0	50,000,000	1.75	1.76	0.00	0.00	437,500
Interest	12/29/19	6/30/21	Federal Agencies	FREDDIE MAC	3134GBJ60	50,000,000	1.90	1.90	0.00	0.00	475,000
Interest	12/30/19	6/30/20	Federal Agencies	FANNIE MAE	3136G3TG0	50,000,000	1.75	1.75	0.00	0.00	131,250
Interest	12/30/19	9/28/20	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MCW3	50,000,000	2.02	2.02	0.00	0.00	87,021
Interest	12/30/19	10/28/20	Negotiable CDs	WESTPAC BANKING CORP NY	96130ADY1	50,000,000	1.97	1.97	0.00	0.00	84,868
Interest	12/31/19	1/1/20	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	10,536,800	1.52	1.52	0.00	0.00	13,568
Interest	12/31/19	1/1/20	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	131,956,887	1.54	1.53	0.00	0.00	187,896
Interest	12/31/19	1/1/20	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	10,506,961	1.51	1.51	0.00	0.00	13,422
Interest	12/31/19	1/1/20	Money Market Funds	FIDELITY INST GOV FUND	31607A703	530,395,803	1.55	1.55	0.00	0.00	915,434
Interest	12/31/19	1/1/20	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	11,344,859	1.52	1.52	0.00	0.00	14,646
Interest	12/31/19	6/30/20	U.S. Treasuries	US TREASURY	912828XY1	50,000,000	2.50	2.38	0.00	0.00	625,000
Interest	12/31/19	12/31/20	U.S. Treasuries	US TREASURY	912828X48	50,000,000	1.75	1.64	0.00	0.00	437,500
Interest	12/31/19	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.71	0.00	0.00	406,250
Interest	12/31/19	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.67	0.00	0.00	406,250
Interest	12/31/19	6/30/21	U.S. Treasuries	US TREASURY	9128287A2	50,000,000	1.63	1.65	0.00	0.00	406,250
Interest	12/31/19	6/30/21	U.S. Treasuries	US TREASURY	912828S27	25,000,000	1.13	1.64	0.00	0.00	140,625
Interest	12/31/19	12/31/21	U.S. Treasuries	US TREASURY	912828U81	50,000,000	2.00	1.61	0.00	0.00	500,000
Interest	12/31/19	6/30/22	U.S. Treasuries	US TREASURY	912828XW5	25,000,000	1.75	1.77	0.00	0.00	218,750
Subtotals						\$3,022,059,849	1.87	1.87	\$	-	\$ 16,420,762

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Grand Totals		57	Purchases								
		(12)	Sales								
		(26)	Maturities / Calls								
		19	Change in number of positions								



**San Francisco
County Transportation
Authority**

**Attachment 4
Sales Tax Revenue Bond
Debt Expenditure Report
As of December 31, 2019**

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$204,003,258	\$150,534,894	\$53,468,364
Revolver Refinancing	46,000,981	46,000,981	-
Total	\$250,004,239	\$196,535,875	\$53,468,364

Interest Earned	\$3,949,294
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Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Radio Communications System & CAD Replacement*	\$35,756,776	-	\$35,756,776
SFMTA	Trolley Coach Procurement*	35,523,496	-	35,523,496
SFMTA	Motor Coach Procurement*	32,775,223	-	32,775,223
TJPA	Transbay Transit Center	8,336,512	-	8,336,512
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	7,449,493	-	7,449,493
SFMTA	Van Ness Bus Rapid Transit	4,895,930	-	4,895,930
SFMTA	Signals - New and Upgraded	4,885,353	-	4,885,353
SFMTA	Central Control and Communications (C3) Program*	4,146,932	-	4,146,932
PCJPB	Caltrain Early Investment Program - Electrification	2,898,251	-	2,898,251
SFMTA	Light Rail Vehicle Procurement*	2,829,105	-	2,829,105
SFMTA	Escalators	2,707,284	-	2,707,284
SFMTA	1570 Burke Avenue Maintenance Facility	1,983,241	-	1,983,241
PCJPB	Caltrain Early Investment Program - CBOSS	1,846,023	-	1,846,023
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Geary Bus Rapid Transit	1,172,609	-	1,172,609
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Balboa Park Station Area and Plaza Improvements	580,809	-	580,809
SFMTA	Downtown Ferry Terminal	440,000	-	440,000
SFMTA	Signals - Sfgo	142,581.0	-	142,581
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	131,795	-	131,795
	Total	\$150,534,894	\$ -	\$150,534,894
	Percentage of Capital Project Fund Spent	73.79%	0.00%	73.79%

* Major Cash Flow Drivers