



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, May 22, 2018; 10:00 a.m.  
**Location:** Legislative Chamber, Room 250, City Hall  
**Commissioners:** Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Fewer, Kim, Ronen, Safai, Sheehy, Stefani and Yee

**Clerk:** Alberto Quintanilla

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1. Roll Call	
2. Chair’s Report – <b>INFORMATION</b>	
3. Executive Director’s Report – <b>INFORMATION</b>	

**Consent Agenda**

4. Approve the Minutes of the May 8, 2018 Meeting – <b>ACTION*</b>	<b>3</b>
5. <b>[Final Approval]</b> State and Federal Legislation Update – <b>ACTION*</b>	<b>13</b>
<b>Support:</b> Proposition 69, Assembly Bill (AB) 2304 (Holden) and AB 2363 (Friedman)	
<b>Oppose:</b> AB 2989 (Flora)	
6. <b>[Final Approval]</b> Approve San Francisco’s Lifeline Transportation Program Cycle 5 Program of Projects – <b>ACTION*</b>	<b>19</b>
7. <b>[Final Approval]</b> Allocate \$2,376,680 in Prop K Sales Tax Funds and \$655,000 in Prop AA Vehicle Registration Fee Funds for Three Requests, with Conditions – <b>ACTION*</b>	<b>39</b>
<b>Projects:</b> (SFMTA) Contract 34 Signal Modifications – Additional Funds (\$1,218,680), Arguello Signal Upgrades (\$775,000) and Business Relocation Transportation Demand Management (\$383,000); Arguello Signal Upgrades (\$655,000)	
8. <b>[Final Approval]</b> Adopt the Vision Zero Ramp Intersection Study Phase 1 [NTIP Planning] Final Report – <b>ACTION*</b>	<b>101</b>
9. <b>[Final Approval]</b> Adopt the 2019 Prop K Strategic Plan Baseline – <b>ACTION*</b>	<b>113</b>

**End of Consent Agenda**

10. Update on the Rail Alignment and Benefits (RAB) Study– <b>INFORMATION*</b>	<b>139</b>
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## Board Meeting Agenda

11. Update on San Francisco Municipal Transportation Agency's Wheelchair Accessible Taxi Incentive Program and Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service Program – **INFORMATION**

SFMTA staff will address requests for more information and questions raised about the two subject paratransit projects which are included on the contingency list for Lifeline Transportation Program Cycle 5 funds (see agenda item 6 for more information). Pending satisfactorily addressing the Board's questions, in July, the SFMTA anticipates seeking allocation of Prop K funds and programming of cost savings from previously funded Lifeline projects, to allow the two projects to advance.

12. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2018 – **INFORMATION\***

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**Other Items**

13. 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.

14. Public Comment

15. Adjournment

**\*Additional Materials**


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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

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 8, 2018

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Stefani (7)

**Absent at Roll Call:** Commissioners Tang (entered during Item 4), Yee (entered during Item 4), Cohen (entered during Item 5) and Sheehy (entered during Item 5) (4)

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended adopting a motion of support for lifeline transportation programs and said there was interest in knowing if the 30-minute headways on the overnight bus routes could or should be shortened. He said San Francisco Municipal Transportation Agency (SFMTA) staff mentioned that the frequency of service on some routes was dependent on funding. He said the CAC observed that the bus routes predominantly traveled in east-west directions and that north-south bus routes were lacking. Mr. Larson said that the coordination of connections between overnight bus routes could be difficult within the 30-minute windows and could potentially significantly lengthen commutes for overnight riders. The CAC recommended approval for the allocation of Prop K and Prop AA funds as presented, but CAC Members had several questions about the two Transportation Demand Management requests related to business relocation and branding. He said CAC members were interested in understanding how the program would be sold to relocated businesses and how it would be evaluated. He said the CAC felt more comfortable after learning that the release of implementation funds was conditioned on the development of an evaluation methodology during the initial planning and research phase. Mr. Larson stated that the CAC was strongly supportive of the vision zero ramp intersection study and remained committed to seeing vision zero as a priority in San Francisco, given the density in the city and the growing transportation modes and conflicts on the city's roads.

Mr. Larson said District 8 CAC member, Peter Tannen, said he had traveled across the country by bicycle and the condition at the freeway ramp intersection south of Market Street was one of the scariest he had encountered anywhere. Mr. Larson said the Emerging Mobility Services and Technologies (EMST) Report generated a great deal of discussion and members reiterated their displeasure about the lack of data-sharing by ride hailing companies and the California Public Utilities Commission. He said the CAC asked about the ability of the San Francisco Public Utilities Commission to pursue local permit or impact fees and raised questions about the sudden proliferation of scooters on the city's vision zero goals. He said the main thrust of the conversation reinforced concerns about equities about newer modes like bike share and noted that

were only eight bike share docks in the entire Excelsior. Mr. Larson said District 10 representative, Chris Waddling, noted that only eight Jump bikes were available in that area of the city, even though the permit required 20% of the bicycles to be in communities of concern. He said Mr. Waddling inquired about the issue but had not received a response. Mr. Larson said the CAC looked forward to monitoring the outcomes and the recommendations in the EMST report.

There was no public comment.

**3. Approve the Minutes of the April 24, 2018 Meeting – ACTION**

There was no public comment.

Commissioner Stefani moved to approve the minutes, seconded by Commissioner Kim.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Stefani (7)

Absent: Commissioners Cohen, Sheehy, Tang and Yee (4)

**4. State and Federal Legislation Update – ACTION**

Mark Watts, State Legislative Advocate, presented the item.

Chair Peskin asked about the status of Assembly Bill (AB) 2989 and what happened in committee.

Mr. Watts stated that he believed AB 2989 passed out of the Transportation Committee and was pending in the Appropriations Committee.

Commissioner Yee asked if the SFMTA was taking a position on AB 2989.

Dillon Auyoung, SFMTA Local Government Affairs Manager, said the SFMTA was working with the Mayor's office and the State Legislative Committee. He said the SFMTA had concerns on the bill as well and was working directly with Chair Peskin in his capacity as supervisor.

Commissioner Yee urged the SFMTA to adopt an opposition stance on AB 2989 and said that even though AB 2989 would give local control, it did not support the city's vision zero citing scooters traveling at fast speeds on city sidewalks.

Mr. Auyoung noted that he would share these comments with the appropriate SFMTA staff.

Chair Peskin said that he would communicate with the city lobbyist to avoid a repeat of what happened in the Assembly Transportation Committee and that Mr. Watts would work the floor on the Senate side to the same end.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Stefani, Tang and Yee (9)

Absent: Commissioners Cohen and Sheehy (2)

**5. Approve San Francisco's Lifeline Transportation Program Cycle 5 Program of Projects – ACTION**

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

Commissioner Safai said that the service to Fishermen's Wharf as well as the late-night transit

service were needed and long overdue and he appreciated the recommendation for funding. He said the city had a significant number of workers in the hotel, service and janitorial industries who would benefit from the additional late-night service. He said that having additional transit service available when they are getting off work is a need that he heard from the industry for years.

Commissioner Yee said he appreciated the program of projects, particularly the Shopper Shuttle and Van Gogh Recreational Shuttle Services. He said the plan to expand paratransit service was concerning because the Board of Supervisors Budget Committee was recently informed that the paratransit vans were in poor condition and needed to be replaced. He said the combination of that issue and trying to expand services with existing vans did not make sense. Commissioner Yee asked if Transportation Authority staff had considered supporting the purchases of additional paratransit vehicles. He asked the SFMTA to confirm if the intent was to expand service.

Tim Manglicmot, Acting Manager for Capital Procurement and Management, San Francisco Municipal Transportation Agency (SFMTA), said the Enhanced Shop-a-Round and Van Gogh programs were intended to maintain the existing service levels and to his knowledge the SFMTA was not looking to expand the service. He said that the SFMTA pursued Lifeline Transportation Program funding to continue providing the service since funding was not available in SFMTA's current operating budget. He said that, regarding the paratransit fleet in general, the SFMTA had other grants to procure vehicles.

Anna LaForte, Deputy Director for Policy and Programming said Transportation Authority staff would work with the SFMTA over the next few months through the 2019 Prop K 5-Year Prioritization Programs update to determine the funding needs for replacing the paratransit fleet. She said the replacement of paratransit vans was eligible for Prop K funds from the Muni Vehicles category, and that it had been funded out of that category in the past.

Commissioner Ronen asked if the subsidies for taxi drivers were to help purchase accessible taxis or to subsidize fares for trips provided to San Francisco Paratransit program participants in accessible taxis. She asked if taxi drivers had been consulted about the incentive program and if the drivers felt the program would help them in a competitive market. She said the taxi drivers were facing significant hardships in this economy and asked if they had given input on whether this program would help.

Mr. Manglicmot said he could not speak about what outreach had been done to taxi drivers and would have the project manager follow up with a response. He said, in terms of vehicles with wheelchair ramps, they were few and far between in the city and that Transportation Network Companies (or TNCs) were not required to have ramps installed. He said the more ramp taxis that were available in the city, the better it would be for providing disabled access to transportation services.

Commissioner Ronen said she looked forward to receiving more information from the project manager and thought the program could be a promising way to fulfill two serious needs in the city, specifically the need for accessible transit for people with disabilities and creating a niche for taxi drivers. She said that the monthly subsidy of \$300 did not seem like it would provide enough of an incentive to taxi drivers to provide these services.

Ms. Crabbe said the ramp taxi incentive program was a creative way that SFMTA was proposing to address deficiencies in the number of taxi vehicles with wheelchair ramps. She clarified that the incentive was comprised of two parts: \$300 to cover the incremental costs for the ramps over and above the cost to purchase a standard vehicle and an additional \$300 incentive for the additional incremental operations and maintenance costs associated with the ramps. She said the incentive

would provide up to a \$600 monthly subsidy on top of the other paratransit benefits taxis drivers already receive for providing those trips for the city.

Commissioner Ronen asked how the \$600 monthly subsidy was determined.

Ms. Crabbe said it was calculated based on the incremental cost of installing, operating and maintaining a wheelchair ramp taxi compared to the costs associated with a standard taxi. She said this was a pilot that the SFMTA was pursuing and was not yet in operation. She said, as a pilot program, there was an evaluation process that would be reported to the Transportation Authority. She said that staff could provide updates as the project progresses.

Commissioner Ronen asked if the compensation filled the operational gap or went above and beyond the gap.

Ms. Crabbe said the compensation would fill the gap to operate a taxi with wheelchair ramps.

Commissioner Ronen said she did not know if the proposed subsidy would be economically sufficient in an industry that had been decimated.

Ms. Crabbe said she would follow up with the SFMTA and provide more information on how they arrived at the subsidy amount and about the type of outreach they did with the taxi community.

Commissioner Ronen said it was a real opportunity and that the pilot program seemed promising but she would like more information.

Commissioner Yee asked if there would be a marketing plan to let people that might need this type of transit know it was available.

Mr. Manglicmot said the SFMTA did outreach to the community to promote new programs but did not know the specifics of the proposed outreach.

Ms. Crabbe apologized that the SFMTA staff who worked directly on the project were not in attendance but said the community outreach would build off of the SFMTA's existing taxi program. She said the pilot subsidy program was intended to grow the wheelchair-accessible taxi fleet by another 10 to 15 vehicles that would be available throughout the city. Ms. Crabbe stated that outreach would be specifically focused on persons needing access to paratransit service in communities of concern, consistent with the Lifeline program.

Commissioner Yee asked how the SFMTA normally let people know about new programs.

Mr. Manglicmot said the project manager would provide the Board with more details about the outreach process.

Chair Peskin said it would be helpful in the future if the appropriate staff were in attendance to address questions from the Board and public. Chair Peskin proposed that the item be continued or that the funding for the wheelchair accessible taxi incentive and Shopper Shuttle/Van Gogh recreational shuttle service programs be severed.

Ms. Crabbe said the requested action would approve the Lifeline funding for the SFMTA Expanding and Continuing Late Night Transit Service to Communities in Need project and that the SFMTA Enhanced Shop-a-Round Service and Van Gogh Recreational Shuttle Service and the SFMTA Wheelchair Accessible Vehicles Incentive Program would be addressed through Prop K. [The latter two projects will be addressed through separate Board actions.]

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

**6. Allocation of \$2,530,880 in Prop K Sales Tax Funds and \$655,000 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions – ACTION**

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

Chair Peskin said he had a lot of trouble spending \$154,200 on hiring a consultant for a branding campaign, when there was very talented staff within the SFMTA who could do this work. He said there were all kinds of resources in the city's 30,000 plus person government and felt the public and the Board should question this proposed use of funds.

Commissioner Breed asked if it was accurate that the branding would take two and a half years and asked if it could be completed sooner.

John Knox-White, SFMTA Planning Programs Manager, said the entire project would take two and a half years but the first six months would be the Request for Proposal to get a consultant on board. He said the assumption was that it would take somewhere between 12 and 18 months to do the research, develop a name and graphic design, conduct focus groups and engage stakeholders. He said Transportation Demand Management (TDM) was not a good name and that the SFMTA needed to find a way to talk about the work in a way that engaged targeted communities, employers and residents. He said it was the SFMTA's intention to work diligently to get the work done sooner but it did not want to overpromise on the schedule.

Commissioner Breed asked how small businesses that were eligible to participate would be prioritized.

Mr. Knox-White said small businesses would be prioritized through the relocation program. He said that business outreach in the past was not successful, so an emphasis was placed on creating an outreach plan that included spending time talking to small and large businesses on how to better communicate with their employees and how to bring them into the program. He said previous experience was that the smaller businesses were often too busy to spend the time engaging with any of the city's TDM services.

Commissioner Breed said she was hopeful the SFMTA would do something to make it easier for small businesses to participate.

Mr. Knox-White said that was the goal of phase 1.

There was no public comment.

Commissioner Yee asked why TDM branding was needed and why it cost so much.

Mr. Knox-White said four years ago in collaboration with the Transportation Authority, San Francisco Environment, and the Planning Department, the SFMTA surveyed cities, academics and practitioners of TDM. He said one of the key things that came out of the research was the need to have a unified program that spoke to people from one voice. He said the goal of the branding program was to ensure that the public saw the city and county working together to provide services to help people get around and that creating a brand was a project that came out of the initial TDM strategy. He said in terms of the cost, it was staff time to manage the contract

and to engage the multi-city agency effort since a lot of agencies were involved with TDM. He said \$60,000 would be spent to hire a consultant to run the focus groups and lead stakeholder outreach.

Commissioner Yee said his recent experience was that the public did not think that it mattered to the public which agency was providing the TDM services and did not understand why money would be spent on branding.

Mr. Knox-White said if successful, the project would result in the public's understanding of TDM. He said the branding effort would seek to engage the public to interact in a meaningful way.

Commissioner Yee said he would not support the SFMTA's TDM Program Branding allocation request.

Commissioner Sheehy said he would also not support the allocation request. He asked why TDM branding was needed when there were not enough crossing guards at every school in San Francisco. He said it would be a waste of employee time and money.

Commissioner Yee moved to sever the SFMTA's TDM Program Branding allocation request, seconded by Commissioner Breed.

The item was severed without objection.

Commissioner Yee moved to disapprove the SFMTA's TDM Program Branding allocation request, seconded by Commissioner Sheehy. The item was disapproved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

Commissioner Breed moved to approve the underlying item, seconded by Commissioner Yee.

The underlying item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

**7. Adopt the Vision Zero Ramp Intersection Study Phase 1 [NTIP Planning] Final Report – ACTION**

Priyoti Ahmed, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Sheehy moved to approve the item, seconded by Commissioner Tang.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

**8. Adopt the 2019 Prop K Strategic Plan Baseline – ACTION**

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

Commissioner Yee asked what was being done to invest in purchasing vans for the paratransit program.



Ms. LaForte said the Prop K funding for the paratransit category recommended in the baseline was designated for paratransit operations. She said that Transportation Authority staff would work with the SFMTA over the next few months through the 2019 Prop K 5-Year Prioritization Programs update for the Muni Vehicles category to determine the funding needs for replacing the paratransit fleet and how Prop K could support the necessary capital investment.

Commissioner Yee said he did not get a sense that there were enough projects planned in the outer districts to support the increased population and future demands on public transportation over the next 25 years. He mentioned major projects in District 7 such as San Francisco State University, Stonestown Galleria, and the Balboa Reservoir as examples. He said the M-Line was already at capacity during commute hours and that the current structure would not be able to meet the demands in the future. He asked what was being done to address those issues.

Director Chang said the Transportation Authority recognized the growth that was happening in the southwest of the city and noted there was important long-range planning being done by the Transportation Authority and the SFMTA. She said the agencies had received a grant from the region for city-wide transit planning in addition to streets and freeways planning. She said Transportation Authority staff was also working on the planning activities and capital improvements that were more near term and could help with extending capacity and safety.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

## 9. **Update on the Emerging Mobility Services and Technologies Report – INFORMATION**

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Cohen asked what proactive steps were being taken to respond to new technology that was being introduced on city streets and sidewalks.

Mr. Logan said the Transportation Authority and the SFMTA's Office of Innovation approached all the Transportation Network Companies (TNCs) and asked what their goals were and what they were looking to accomplish in the city. He said there was proactive outreach, but it could be made stronger.

Commissioner Cohen asked what the responses were from the TNCs.

Mr. Logan said that the TNCs indicated that they wanted to connect users to transit, but some had demonstrated that more than others. He said they were also looking to make a profit and establish mobility as a service. He noted that Uber now owned Jump and that Lyft would most likely acquire a bike share program. Mr. Logan said that ultimately a few companies may end up controlling a very large section of the market, not with one type of service but with several.

Commissioner Cohen asked if the San Francisco Planning Department was involved in this discussion.

Mr. Logan said the Planning Department was involved. He said throughout each step of the process design thinking was used to hold several different workshops. He said industry stakeholders, community stakeholders and different agencies that included the San Francisco

Environment, Planning and Mayor's Office on Disability were involved in the development of the policy framework and guiding principles. Mr. Logan said the same groups of people continuously worked together during each step of the process.

Commissioner Cohen asked if congestion impacts on safety and the diversion of ridership from public transportation to the emerging mobility services were quantified.

Mr. Logan said the Transportation Authority's study could not confirm whether emerging mobility services were reducing or increasing congestion given the lack of data. He said there were studies of the broader San Francisco Bay Area and elsewhere that pointed to ride-hailing and courier network services that were pulling riders off transit and adding more vehicles to the roadways. He said in terms of safety there were several ways to quantify safety impacts. He highlighted operational training and stated that Chariot both trained and tested their drivers regularly. He noted that many of the ride-hailing companies were not training their operators or providing warnings about how to pick up people from the curb, what a bike or buffer lane might look like in San Francisco or how a red-carpet lane functions. Mr. Logan said the Transportation Authority would be happy to partner with any of the companies to work on developing safety trainings, but to date those issues were compromising the safety of city streets.

Commissioner Cohen congratulated Transportation Authority staff for their work. She wondered if there were additional mobility technologies that had not yet been conceived or were in the development stages. She expressed concern that the team working on understanding this industry was not large enough.

Director Chang said cities around the world were really struggling to keep up with the trends and having the capacity to do data collection. She mentioned that if TNCs failed to provide their data, more staff time would be needed to design and conduct surveys. She said there was a capacity need to develop a cadre of planners and policy advisors across the city government to adapt to changes in technology.

Commissioner Cohen said that from her perspective it seemed like a regional effort was needed similar to the work being done with regional transportation for high-speed rail and connectivity studies.

Mr. Logan thanked the SFMTA's Office of Innovation for their partnerships and work throughout the entire process.

Commissioner Yee said that when he brought up the issue of delivery robots almost two years ago, he highlighted the need to get ahead of emerging technology. He said to help get ahead of the curve a task force was being established and would be led by Naomi Kelly of the City Administrator's Office. He said the task force would look to work with industry leaders to get a sense of what they were planning and what type of permits the city would need to establish before any new technology hit the streets. He expected the task force to have a report released within the next six months and urged the Board to support the upcoming report. He said many of the guiding principles for the task force came from the efforts of the emerging mobility effort that was presented.

Commissioner Fewer asked if the Transportation Authority was collecting any data around enforcement with the police department. She said 80% of the tickets given out in District 1 were given to TNCs. She said it would be interesting to provide recommendations based off the data collected around TNC traffic violations around the city.

During public comment Clarrissa Cabansagan, New Mobility Policy Director at TransForm, stated

that the emerging mobility and services report was an important effort that set a precedent across the nation for how new mobility should be dealt with. She said the report set an important way to tackle issues that arose in the public right-of-way and said if left unto themselves, TNCs would not prioritize the needs of the most vulnerable. She highlighted community engagement and said that by leading with sensitivity, companies could be steered to provide real, meaningful benefits to lower income communities of color.

Nima Rahimi, Associate Counsel, Legal and Government Strategy at Chariot Transit Inc., said Chariot was proud of the report and strived to do better in partnership with the city. He said Chariot was committed to work with the city and was exemplified in the private transit vehicle (PTV) permit granted to Chariot. He said as part of the permit, Chariot agreed to complement and not compete with transit and was paying a cost recovery fee and sharing data in real time. He said Chariot was committed to investing in the community and noted that nearly half of the drivers were from the Bayview Hunters Point area. He said Chariot paid all their drivers to go through commercial driver license training and was committed to labor harmony. He highlighted Chariot's partnership with teamsters local 65, their commitment to reducing congestion and prioritizing safety.

**10. Preliminary Fiscal Year 2018/2019 Annual Budget and Work Program – INFORMATION**

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

Commissioner Cohen recognized Director Chang for her leadership.

There was no public comment.

**Other Items**

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

There were no new items introduced.

**12. Public Comment**

There was no public comment.

**13. Adjournment**

The meeting was adjourned at 11:47 a.m.



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## RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

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; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts three new support positions on Proposition 69, the Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment, Assembly Bill (AB) 2304 (Holden) and AB 2363 (Freidman), and one new oppose position on AB 2989 (Flora); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

## State Legislation – May 2018

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

Staff is recommending a new support position on Proposition 69, the Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Staff is also recommending two new support positions on Assembly Bill (AB) 2304 (Holden) and AB 2363 (Freidman) and one new oppose position on AB 2989 (Flora), as shown in **Table 1**, which also includes two new bills to watch. **Table 2** provides updates on several bills we have been tracking this session, and **Table 3** indicates the status of bills on which the Board has already taken a position this session.

**Table 1. Recommendation for New Positions**

Recommended Positions	Proposition or Bill # Author	Title and Description
Support	<a href="#">Prop 69</a> Legislative Constitutional Amendment on California's June 5, 2018 ballot	<b>Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment.</b> Proposition 69 was part of a legislative package that included SB 1, the Road Repair and Accountability Act of 2018, which enacted an estimated \$5.2 billion annual increase in transportation-related fee and taxes. Proposition 69 would require that revenue from the diesel sales tax and from the annual Transportation Improvement Fee, both part of SB 1, be dedicated to transportation-related purposes. The revenues from other tax increases in SB 1, including the gasoline excise tax and diesel excise tax, are already constitutionally dedicated to transportation-related purposes.
Support	<a href="#">AB 2304</a> <a href="#">Holden</a> D	<b>Reduced fare transit pass programs: report.</b> This bill would request that the University of California Institute of Transportation Studies prepare and submit a report to the Governor and specified committees of the Legislature on or before January 1, 2020, that provides an assessment of the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity. The assessment would include how the programs are funded, how much success they have had on increasing transit ridership among the targeted population and impacts on fare box recovery.
Support	<a href="#">AB 2363</a> <a href="#">Friedman</a> D	<b>Vision Zero Task Force.</b> This bill would require the Secretary of Transportation, on or before January 1, 2019, to establish and convene a state Vision Zero Task Force, which shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, local governments, bicycle safety organizations, road safety organizations, and labor organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero and submit a report of findings to the Legislature by May 15, 2019. The report would include a detailed analysis of specified issues, including the existing process for establishing speed limits and a recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered.

Watch	<a href="#">AB 2578</a> <a href="#">Chiu D</a>	<p><b>Infrastructure financing districts: City and County of San Francisco.</b> This bill would expand the authorization for the creation of waterfront districts by the City and County of San Francisco to include a shoreline protection district (subject to a shoreline protection enhanced financing plan) and expand the types of projects a waterfront district may finance, giving the state a mechanism to contribute to the City’s Seawall Earthquake Safety Program. The district would generate an estimated \$55 million in the first ten years of the program, and an estimated \$250 million over its lifetime. The Port of San Francisco worked closely with the author to advance this bill, and the City’s State Legislation Committee has adopted a support and sponsor position.</p>
Oppose	<a href="#">AB 2989</a> <a href="#">Flora R</a>	<p><b>Standup electric scooters.</b> This bill would amend the California Vehicle Code to define a “standup electric scooter” as a 2-wheeled device that has handlebars and a floorboard that is designed to be stood upon while riding, is powered by an electric motor of less than 750 watts, and does not exceed a speed of 20 miles per hour. It would allow standup electric scooters to operate on sidewalks unless a local jurisdiction prohibits it. It would also specify that the standup electric scooters could be parked in the same manner and at the same locations as a bicycle may be parked.</p> <p>The San Francisco Board of Supervisors passed a resolution opposing AB 2989 (Flora) on April 24. Both SFMTA and Transportation Authority staff are concerned that the bill allows standup electric scooters to be operated on sidewalks, and may pose a hazard to pedestrians. This would contradict the city’s Vision Zero policy. Furthermore, staff are concerned about the ways these scooters have been parked in the public realm, frequently blocking pedestrian rights-of-way.</p>
Watch	<a href="#">SB 1014</a> <a href="#">Skinner D</a>	<p><b>Zero-emission vehicles.</b> This bill would require the California Public Utilities Commission to establish the California Clean Miles Standard and Incentive Program for zero-emission vehicles used by transportation network company (TNC) drivers with the goal to increase the percentage of TNC passenger miles provided by zero-emission vehicles used on behalf of TNCs to 20% by December 31, 2023, 50% by December 31, 2026, and 100% by January 1, 2030. We support setting targets to increase the share of TNC passenger miles provided by zero-emission vehicles, but have concerns about how a potential incentive program might be structured, including where the funding would come from, and how to ensure that the program meets its stated goals. MTC has taken a support and seek amendments position on this bill.</p>

## San Francisco County Transportation Authority

Table 2. Updates on Bills in the 2017-2018 Session

Support / Sponsor	<a href="#">AB 2865</a> <a href="#">Chiu</a> D	<p><b>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).</b></p> <p>If the Board votes to approve a managed lanes (e.g. carpool/transit lane) project on US-101 and I-280 north of the divide in San Francisco, this bill would give the Transportation Authority the option of asking the Santa Clara Valley Transportation Authority to operate the lanes on San Francisco's behalf. San Mateo has similar authority and the intent is to allow a single, coordinated congestion management approach for the 101 corridor that extends from Santa Clara to San Francisco. Revenues would be spent according to a Board-approved expenditure plan on transportation projects that benefit transit riders, carpoolers, and drivers in the corridor.</p> <p>The Assembly Transportation Committee approved the bill and it was referred to the Assembly Appropriations on April 23. We are currently considering amendments proposed by the Metropolitan Transportation Commission to authorize its Bay Area Infrastructure Financing Authority to operate managed lanes in San Francisco as another possible option.</p>
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Table 3. Bill Status for Active Positions Taken in the 2017-2018 Session<sup>1</sup>

Adopted Positions	Bill # Author	Bill Title	Bill Status and Changes Since Last Report <sup>1</sup> (as of 4/26/18)
Support	<a href="#">AB 1</a> <a href="#">Frazier</a> D	Transportation funding	Assembly Dead
	<a href="#">AB 17</a> <a href="#">Holden</a> D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	<a href="#">AB 87</a> <a href="#">Ting</a> D	Autonomous vehicles	Referred to Senate Transportation and Housing
	<a href="#">AB 342</a> <a href="#">Chiu</a> D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	<a href="#">AB 2865</a> <a href="#">Chiu</a> D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Referred to Assembly Appropriations
	<a href="#">AB 3059</a> <a href="#">Bloom</a> D	Go Zone demonstration projects.	Assembly Dead (from Assembly Transportation)
	<a href="#">AB 3124</a> <a href="#">Bloom</a> D	Vehicles: length limitations: buses: bicycle transportation devices	Amended in Assembly Transportation, referred to Senate Transportation and Housing
	<a href="#">SB 422</a> <a href="#">Wilk</a> R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead



	<a href="#">SB 760</a> <a href="#">Wiener</a> D	Bikeways: design guides	Referred to Assembly Transportation
	<a href="#">SB 768</a> <a href="#">Allen,</a> <a href="#">Wiener</a> D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	<a href="#">SB 1119</a> <a href="#">Newman</a> D	Low Carbon Transit Operations Program.	Referred to Senate Appropriations
	<a href="#">SB 1376</a> <a href="#">Hill</a> D	Transportation network companies: accessibility plans	Referred to Senate Appropriations
Support if Amended	<a href="#">SB 936</a> <a href="#">Allen, Ben</a> D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Amended and Referred to Senate Appropriations
Oppose	<a href="#">AB 65</a> <a href="#">Patterson</a> R	Transportation bond debt service	Assembly Dead
	<a href="#">AB 1756</a> <a href="#">Brough</a> R	Transportation Funding	Assembly Dead – Failed Passage at Assembly Transportation
	<a href="#">AB 2530</a> <a href="#">Melendez</a> R	Bonds: Transportation	Assembly Transportation
	<a href="#">AB 2712</a> <a href="#">Allen,</a> <a href="#">Travis</a> R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Transportation
	<a href="#">SB 182</a> <a href="#">Bradford</a> D	Transportation network company: participating drivers: single business license	Chaptered
	<a href="#">SB 423</a> <a href="#">Cannella</a> R	Indemnity: design professionals	Senate Dead
	<a href="#">SB 493</a> <a href="#">Hill</a> D	Vehicles: right-turn violations	Assembly Appropriations
	<a href="#">SB 1132</a> <a href="#">Hill</a> D	Vehicles: right turn violations.	Senate Appropriations Suspense File

<sup>1</sup>Under this column, “Chaptered” means the bill is now law.



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RESOLUTION APPROVING THE LIFELINE TRANSPORTATION PROGRAM CYCLE 5  
PROGRAM OF PROJECTS

WHEREAS, The Metropolitan Transportation Commission (MTC) established the Lifeline Transportation Program to serve Communities of Concern, address gaps and barriers identified through a collaborative and inclusive planning process, and improve transportation choices for low-income persons; and

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for issuing a call for projects and recommending a program of projects for San Francisco's county share of \$2,578,270 in Lifeline Transportation Program Cycle 5 funds, consistent with guidelines established by the MTC; and

WHEREAS, The Lifeline Transportation Program Cycle 5 prioritization criteria (Attachment 1) were largely dictated by MTC but also included San Francisco-specific criteria that awarded extra points for projects recommended in recent equity-focused planning efforts, such as San Francisco's Late Night Transit Study and the Muni Service Equity Strategy, and prioritized the provision of transit service, since this is one of the few sources that the Transportation Authority can direct to these types of projects; and

WHEREAS, On February 14, 2018 the Transportation Authority issued the Lifeline Transportation Program Cycle 5 call for projects, and received five applications requesting a total of \$4,768,270 in Lifeline Transportation Program funds (Attachment 2); and

WHEREAS, Consistent with MTC's guidelines, the Transportation Authority formed an evaluation panel comprised of a representative from the MTC Policy Advisory Council, a community member, a paratransit planner at a Bay Area transit operator, and a Transportation Authority staff member, which evaluated the applications using the prioritization criteria shown in Attachment 2; and



WHEREAS, The evaluation panel recommended programming all available Lifeline Transportation Program Cycle 5 funds (\$2,578,270) to the San Francisco Municipal Transportation Agency's (SFMTA's) Expanding and Continuing Late Night Transit Service to Communities in Need project, which received the highest score in the evaluation process, as shown in Attachment 3; and

WHEREAS, Consistent with MTC guidelines, Transportation Authority staff recommended including the next two highest-scoring projects, the SFMTA's Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service (up to \$450,000) and Wheelchair Accessible Taxi Incentive Program (up to \$200,000), on a contingency list (Attachment 4), in the event additional Lifeline Transportation Funds become available; and

WHEREAS, To enable the contingency list projects to advance in the meantime, Transportation Authority staff identified, with the SFMTA's concurrence, Lifeline Transportation Program Cycle 2 funds (\$100,000) and Prop K sales funds from the paratransit category (\$650,000) to fully fund the two contingency list projects, conditioned upon an equivalent amount of Prop K funds automatically being de-obligated should additional Lifeline Transportation Program funds become available; and

WHEREAS, Programming of Lifeline Transportation Program Cycle 2 funds and allocation of Prop K funds for the aforementioned contingency list projects is subject to a separate action by the Transportation Authority Board that is currently anticipated in July 2018; and

WHEREAS, At its April 25, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously approved a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's Lifeline Transportation Cycle 5 Program of Projects which includes the programming of \$2,578,270 in Cycle 5 funds for the SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project (Attachment 3) and a contingency list (Attachment 4), with project scope, schedule, and

budget detail summarized in Attachment 5; and be it further

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

Attachments (5):

Attachment 1 – Prioritization Criteria

Attachment 2 – Applications Received

Attachment 3 – Staff Recommendation

Attachment 4 – Recommended Contingency List

Attachment 5 – Summaries of Projects Recommended for Funding

**Attachment 1**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5 Call for Projects**  
**Prioritization Criteria**

MTC's Guidelines largely dictate the overall prioritization criteria for the LTP, but counties may make additions. San Francisco-specific criteria are marked with *italicized text* below.

- **Project Need/Goals and Objectives (20 points):** Projects will be evaluated on the significance of the unmet transportation need or gap that the proposed project seeks to address and for how the project activities will address the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- **Community-Identified Priority (15 points):** Priority will be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused, inclusive engagement to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan. Links to San Francisco's CBTPs are included in Attachment 4.

Other projects may also be considered, such as those that address transportation needs identified in MTC's 2018 Coordinated Public Transit-Human Services Transportation Plan, countywide or regional welfare-to-work transportation plans, or other documented assessment of needs within designated Communities of Concern (see map in Attachment 3). Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. *Sponsors must demonstrate community and agency support and/or lack of significant opposition at the time of application.*

- **Implementation Plan and Project Management Capacity (15 points):** Priority will be given to projects that are ready to be implemented in the timeframe that the funding is available *and have no foreseeable implementation issues that may affect project delivery.* For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan. For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- **Project Budget and Sustainability (10 points):** *Projects that have secured funding sources for long-term maintenance beyond the grant period will be prioritized.* Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify *secured or* potential funding sources for sustaining the project beyond the grant period.
- **Cost-Effectiveness and Performance Indicators (10 points):** Priority will be given to projects where the applicant demonstrates that the project is the most appropriate and cost-effective way in which to address the identified transportation need. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness

**Attachment 1**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5 Call for Projects**  
**Prioritization Criteria**

of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the project, as well as steps to be taken if original goals are not achieved.

- **Coordination and Outreach (10 points):** Projects that are coordinated with other community transportation and/or social service resources will be prioritized. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- ***Transit Operations Serving Communities of Concern (20 points):*** *The project will be prioritized if it is a transit operating project that supports San Francisco Communities of Concern (Attachment 3 provides a map of San Francisco's) since LTP is one of the few sources that the Transportation Authority can direct to operating projects. For the scale of funding available for this LTP call for projects, operating projects provide an opportunity for a broad geographic distribution of benefits to Communities of Concern.*
- ***Project Sponsor's Priority of Application:*** *For project sponsors that submit multiple applications, project sponsor's relative priority for its applications will be taken into consideration.*
- ***Program/Geographic Diversity:*** *After projects are evaluated based on all of the above criteria, a program/geographic diversity consideration will be applied to the entire draft recommended list.*

Attachment 2  
San Francisco Lifeline Transportation Program (LTP) Cycle 5 Call for Projects  
Applications Received

#1	Sponsor <sup>2</sup>	Project Name	Project Description	Project Type	Match % <sup>3</sup>	Match Sources	Total Project Cost	Requested LTP Funding
1	BART	Elevator Attendant Initiative	Elevator attendants will operate BART/Muni street and platform elevators at the Civic Center and Powell St. stations from 5:00 am to 1:00 am daily with a pilot beginning in April 2018. Their presence in the elevators is intended to help discourage undesirable behaviors, improve elevator cleanliness and performance, reduce fare evasion, reduce maintenance costs, and improve access and accessibility for customers who rely on these elevators to enter into and exit out of the transit systems. The SFMTA is committed to funding 50% of the cost of the program. This LTP request and BART local matching funds would cover BART's share of the cost of the program.	Operating	60%	BART and SFMTA operating	\$3,000,000	\$1,200,000
2	BART	Pit Stop Program	The Pit Stop Program provides clean and safe public toilets, used-needle receptacles and dog waste stations. BART and San Francisco Public Works share the cost of the program at San Francisco BART stations. This LTP request and BART local matching funds would cover BART's share of the cost of Pit Stop operations at the Powell (Market Street above Hallidie Plaza) and 16th Street (16th Street and Mission Street) BART stations. The facilities at Powell and 16th Street stations are staffed from 9:00 am to 8:00 pm daily by paid attendants from the Hunters Point Family, a nonprofit organization that provides job opportunities for people who have faced barriers to employment.	Operating	60%	BART and SF Public Works operating	\$600,000	\$240,000
3	SFMTA	Expanding and Continuing Late Night Transit Services to Communities in Need	The SFMTA proposes to provide new late night transit service on the L Owl line along the Embarcadero to Fisherman's Wharf (1:00 am to 5:00 am) and to continue providing Owl service on key segments of the 48 Quinana/24th Street (12:00 am to 6:00 am) and 44 O'Shaughnessy (12:30 am to 5:00 am). These routes serve several Communities of Concern and Muni Equity Strategy neighborhoods. Requested LTP and local matching funds would fund the project for two years (FY 2018/19 and 2019/20).	Operating	31.7%	General Fund	\$3,775,560	\$2,578,270
4	SFMTA	Wheelchair Accessible Taxi Incentive Program	Ramp taxi service provides many SF Paratransit riders with same day, on-demand service and a direct ride to a given destination. The Wheelchair Accessible Taxi Incentive Program is intended to provide financial incentives of up to \$600 per month to ramp taxi drivers to reduce capital and operating costs and increase the number of ramp taxis available by about 25%. These vehicles are required to address the growing need for on-demand transportation by wheelchair users. The SFMTA will initiate the pilot in July 2018 with \$100,000 in LTP Cycle 2 funds to support the first year of operations (FY 2018/19). This funding has enabled the SFMTA to reduce its need for LTP Cycle 5 funds from \$300,000 to \$200,000 to continue the project for two additional years (FY 2019/20 and 2020/21).	Operating	20%	Federal Transit Administration Section 5310	\$375,000	\$300,000
5	SFMTA	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	Since 2015, the Shop-a-Round and Van Gogh shuttle programs have served SF Paratransit riders by providing access to grocery stores and social and recreational events to minimize social isolation and foster healthy living. Requested LTP and local matching funds would continue the project for three years (FY 2018/19 through 2020/21).	Operating	20%	Federal Transit Administration Section 5310	\$562,500	\$450,000
					<b>TOTAL:</b>		<b>\$8,313,060</b>	<b>\$4,768,270</b>
						<b>Total LTP Funds Available:</b>		<b>\$2,578,270</b>
						<b>Difference:</b>		<b>-\$2,190,000</b>

<sup>1</sup> Projects are organized in alphabetical order by sponsor, and then by each sponsor's priority.

<sup>2</sup> Sponsor acronyms include Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (SFMTA).

<sup>3</sup> Projects are required to have a local match of at least 20%.



**Attachment 3  
San Francisco Lifeline Transportation Program (LTP) Cycle 5 Call for Projects  
Staff Recommendation 1**

Evaluation Score <sup>1</sup>	Sponsor Agency <sup>2</sup>	Project Name	Total Project Cost	LTP Cycle 5 Requested Funds	LTP Cycle 5 Funds Recommended	Other Funds Recommended (Subject of Future Action)	District(s)	Notes
1	SFMTA	Expanding and Continuing Late Night Transit Service to Communities in Need	\$3,775,560	\$2,578,270	\$2,578,270	\$0	3, 6, 8, 9, 10, and 11	<b>We recommend fully funding this project.</b> <sup>3</sup> Late night transit service to Fisherman's Wharf is a prioritized service recommendation in Phase 2 of the San Francisco Late Night Transit Study. LTP Cycle 4 funds established late night Muni service on the 44 O'Shaughnessy and the 48 Quintara/24th Street lines, and this grant would continue that service for two additional years. The project serves multiple Communities of Concern and is also SFMTA's highest priority application for LTP funds.
2	SFMTA	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	\$562,500	\$450,000	\$0	Prop K: \$450,000	citywide	<b>We are not recommending LTP Cycle 5 funds for this project, however we recommend fully funding the request with \$450,000 in Prop K funds to be programmed in the 2019 Prop K Strategic Plan Baseline.</b> The project scored well because it will address a significant gap in transit service for seniors and persons with disabilities; will benefit Communities of Concern throughout the city, and is a recommended strategy in MTC's Coordinated Public Transit-Human Services Transportation Plan.
3	SFMTA	Wheelchair Accessible Taxi Incentive Program	\$375,000	\$300,000	\$0	Cycle 2 LTP funds: \$100,000 Prop K: \$200,000	citywide	<b>We are not recommending LTP Cycle 5 funds for this project, however we recommend fully funding the request with \$100,000 in Cycle 2 LTP funds and \$200,000 in Prop K funds to be programmed in the 2019 Prop K Strategic Plan Baseline.</b> The project scored well because it will address a significant unmet mobility need for people requiring access to wheelchair ramp taxis, will have citywide benefit, and is included as a recommended strategy in MTC's Coordinated Public Transit-Human Services Transportation Plan.
4	BART	Pit Stop Program	\$600,000	\$240,000	\$0	\$0	6	<b>We are not recommending LTP Cycle 5 funds for these projects.</b> Projects did not receive high evaluation scores because they do not directly provide transit service that increases mobility for low income persons, which the Transportation Authority identified as the highest priority project type for LTP Cycle 5 funds.
5	BART	Elevator Attendant	\$3,000,000	\$1,200,000	\$0	\$0	6	
<b>Total:</b>				<b>\$8,313,060</b>	<b>\$4,768,270</b>	<b>\$750,000</b>		

<b>Available LTP Cycle 5 Funds</b>	<b>\$2,578,270</b>
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<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest. See Attachment 4 for details. See Attachment 8 for proposed Contingency List.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (SFMTA).

<sup>3</sup> Per MTC guidance, up to 5% of the estimated LTP Cycle 5 funds (up to \$44,315 for San Francisco) are contingent upon the availability of State Transit Assistance revenue. If actual revenues are below the LTP Cycle 5 estimate for San Francisco (\$2,578,270), we will work with SFMTA to identify a strategy to accommodate the change in programming.

Attachment 4  
 San Francisco Lifeline Transportation Program (LTP) Cycle 5 Call for Projects  
 Recommended Contingency List

Contingency Rank	Sponsor Agency <sup>1</sup>	Project Name	LTP Cycle 5 Funds Requested	LTP Cycle 5 Contingency Programming Recommended (Max Amount)	Notes
1	SFMTA	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	\$450,000	\$450,000	<b>First priority for any additional LTP funds that become available.</b> To ensure that the project advances, we are also recommending, with the concurrence of SFMTA staff, increasing the annual Prop K programming in the Paratransit category for the next three years in the 2019 Strategic Plan Baseline to fully fund this project. Should additional LTP funds become available, we will de-obligate an equivalent amount of Prop K funds and return them to the Paratransit category.
2	SFMTA	Wheelchair Accessible Taxi Incentive Program	\$300,000	\$200,000	<b>Second priority for any additional LTP funds that become available.</b> To ensure that the project advances, we are also recommending, with the concurrence of SFMTA staff, increasing the annual Prop K programming in the Paratransit category for the next three years to fully fund this project. SFMTA concurs with this recommendation. Should additional LTP funds become available, we will de-obligate an equivalent amount of Prop K funds and return them to the Paratransit category.
<b>Total:</b>			<b>\$750,000</b>	<b>\$650,000</b>	

<sup>1</sup> Sponsor abbreviation: San Francisco Municipal Transportation Agency (SFMTA).

**Attachment 5**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5**  
**Summaries of Projects Recommended for Funding**

## Expanding and Continuing Late Night Transit Service to Communities in Need

**Sponsor:** San Francisco Municipal Transportation Agency

**Recommended Cycle 5 LTP Programming:** \$2,578,270

**Recommended Phase:** Operations

**Districts:** 3, 6, 8, 9, 10 and 11

### Scope:

The San Francisco Municipal Transportation Agency (SFMTA) will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy and 48 Quintara/24th Street Muni lines.

#### New Muni L Owl Service to Fisherman's Wharf

The recommended new L Owl line will advance a recommendation from the San Francisco Late Night Transit Study. It will introduce new late night service that serves a concentration of low income, transit-dependent late-night workers, providing a direct connection to Market Street and other regional transit providers.

Owl Route	Daily Span	First Trip/Last Trip	Frequency
L Owl	1:00AM-5:00AM	1:00 AM/4:45 AM	30 mins

#### Continued Owl Service on the 44 O'Shaughnessy and 48 Quintara/24th Street Muni Lines

Continuation of the 44 O'Shaughnessy and 48 Quintara/24th Street Owl lines will maintain late night coverage in the eastern and southeastern part of the city in the Bayview, Visitacion Valley, and Mission neighborhoods, connecting riders with transit and employment hubs in Glen Park and the Mission District and providing a crosstown service between the Mission and Bayview/Hunters Point neighborhoods which have high concentrations of service and industrial employers that operate during late night and early morning hours. These routes currently serve an average of 370 daily riders between the hours of 1 AM and 6 AM.

Owl Route	Daily Span	First Trip/Last Trip	Frequency
44 O'Shaughnessy	12:30 AM-5:00AM	12:15 AM/4:50 AM	30 mins
48 Quintara 24 <sup>th</sup> Street	12:00 AM-6:00 AM	12:10 AM/ 5:50 AM	30 mins

**Attachment 5**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5**  
**Summaries of Projects Recommended for Funding**

**Schedule and Cost:**

	Project Cost		
	FY 18/19	FY 19/20	Total
44 O'Shaughnessy short line service, operating at 30 min frequency	\$943,890	\$943,890	\$1,887,780
48 Quintara/24th Street short line service, operating at 30 min frequency	\$566,334	\$566,334	\$1,132,668
L Owl extension to Fisherman's Wharf	\$377,556	\$377,556	\$755,112
<b>Total Cost</b>	<b>\$1,887,780</b>	<b>\$1,887,780</b>	<b>\$3,775,560</b>

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
Recommended LTP Cycle 5	Planned	\$2,578,270	68%
General Fund	Allocated	\$1,197,290	32%
<b>Total Funding</b>		<b>\$3,775,560</b>	

Attachment 5  
San Francisco Lifeline Transportation Program (LTP) Cycle 5  
Summaries of Projects Recommended for Funding

## Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service

**Sponsor:** San Francisco Municipal Transportation Agency

**Recommended LTP Programming (Contingency List):** \$450,000

**Recommended Phase:** Operations

**Districts:** citywide

### Scope:

The San Francisco Municipal Transportation Agency (SFMTA) will operate its Shop-a-Round and Van Gogh Shuttle programs for three additional years, providing seniors and persons with disabilities with group transportation to grocery stores and cultural and social events. SFMTA will oversee the administration and monitoring of the shuttle programs. San Francisco Paratransit staff will be responsible for performing daily tasks, including outreach and marketing activities that focus on community-based organizations in Communities of Concern. Shuttle operations are funded through the end of Fiscal Year 2017/18 with prior-cycle LTP funds.

### Shop-Around Shuttle:

The 2016 Assessment of the Needs of San Francisco Seniors and Adults with Disabilities, completed by the San Francisco Department on Aging and Adult Services, found that over ten percent of seniors had difficulties with daily activities, including grocery shopping. While they may be able to take Muni independently, they may not be able to navigate the transit system carrying shopping bags. The Shop-a-Round service seeks to address this issue by providing transportation to and from grocery stores with driver assistance in carrying grocery bags.

### Van-Gogh Shuttle:

Social isolation is more prevalent among seniors and persons with disabilities. To address this problem, the Van Gogh Shuttle provides group transportation to cultural and social events throughout the city, a service not covered by traditional paratransit and one that many community based organizations are unable to provide. This project will continue to help seniors and persons with disabilities live independently and remain active in the community and will provide night and evening service when there is reduced frequency in public transit service and seniors are sometimes reluctant to use regular transit due to safety and security concerns.

**Attachment 5**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5**  
**Summaries of Projects Recommended for Funding**

**Schedule and Cost:**

	Project Cost			
	FY 18/19	FY 19/20	FY 20/21	Total
Shop-a-Round Shuttle Program	\$130,000	\$130,000	\$130,000	\$390,000
Van Gogh Shuttle Program	\$20,000	\$20,000	\$20,000	\$60,000
Administrative/Marketing	\$37,500	\$37,500	\$37,500	\$112,500
<b>Total Cost</b>	<b>\$187,500</b>	<b>\$187,500</b>	<b>\$187,500</b>	<b>\$562,500</b>

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
LTP (Contingency List) and/or Prop K	Planned	\$450,000	80%
Federal Transit Administration Section 5310	Allocated	\$112,500	20%
<b>Total Funding</b>		<b>\$562,500</b>	

**Attachment 5**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5**  
**Summaries of Projects Recommended for Funding**

## **Wheelchair Accessible Taxi Incentive Program**

**Sponsor:** San Francisco Municipal Transportation Agency

**Recommended Prior-Cycle LTP Funds:** \$100,000

**Recommended LTP Programming (Contingency List):** \$200,000

**Recommended Phase:** Operations

**Districts:** citywide

### **Scope:**

The San Francisco Municipal Transportation Agency (SFMTA) will provide financial incentives to increase the supply of accessible wheelchair ramp taxis to provide same-day, on-demand transportation for wheelchair users. This program will provide trips through the San Francisco Paratransit program, but the ramp taxis will also be available in general circulation, increasing mobility options citywide for wheelchair users.

The project will provide up to \$300 per month incentive to help with the capital cost of purchasing or converting a wheelchair accessible vehicle and \$300 per month to help pay for the associated increase in fuel and maintenance costs.

Incentives will be distributed monthly if all the following conditions are met:

- Driver/Company has purchased a converted wheelchair accessible ramped vehicle.
- Vehicle must perform at least 20 verified San Francisco Paratransit wheelchair trips in the month.
- Must be logged into an SFMTA-approved mobile app with ramped taxi option for at least 80 hours each month.
- Must submit log of all non-paratransit wheelchair trips provided by the vehicle each month.
- Medallion and Vehicle must be in good standing with SFMTA.

This project is expected to fund at least 10 new wheelchair accessible taxis and increase the number of ramp taxis available in San Francisco by at least 25 percent. After the first year of the program, SFMTA will perform an evaluation and determine whether to identify additional resources to support more vehicles.

**Attachment 5**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5**  
**Summaries of Projects Recommended for Funding**

**Schedule and Cost:**

	Project Cost			
	FY 18/19	FY 19/20	FY 20/21	Total
Capital Incentives	\$50,000	\$50,000	\$50,000	\$150,000
Maintenance/Operating Incentives	\$50,000	\$50,000	\$50,000	\$150,000
Administration/Marketing	\$25,000	\$25,000	\$25,000	\$75,000
<b>Total Cost</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$375,000</b>

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
LTP (Contingency List) and/or Prop K	Planned	\$200,000	53%
Prior Cycle LTP funds	Planned	\$100,000	27%
Federal Transit Administration Section 5310	Programmed	\$75,000	20%
<b>Total Funding</b>		<b>\$375,000</b>	





# Memorandum

**Date:** April 18, 2018  
**To:** Transportation Authority Board  
**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming  
**Subject:** 05/08/18 Board Meeting: Approval of San Francisco’s Lifeline Transportation Program Cycle 5 Program of Projects

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Program \$2,578,270 in Lifeline Transportation Program (LTP) Cycle 5 funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Expanding and Continuing Late Night Transit Service to Communities in Need project.</li> <li>• Adopt LTP Cycle 5 project contingency list.</li> </ul> <p><b>SUMMARY</b></p> <p>As San Francisco’s Congestion Management Agency (CMA), we are responsible for issuing a call for projects and recommending programming of San Francisco’s LTP funds, consistent with guidelines established by the Metropolitan Transportation Commission (MTC). The LTP focuses on projects that serve Communities of Concern (CoCs), address gaps and barriers identified through a collaborative and inclusive planning process and improve transportation for low-income persons. As shown in Attachment 5, we are recommending awarding the entire \$2,578,270 in available LTP Cycle 5 funds to the SFMTA’s Expanding and Continuing Late Night Transit Service to Communities in Need project, which received the highest score in the evaluation process. MTC has directed us to approve a contingency list, shown in Attachment 8, should any additional LTP funds become available. This list includes the two next-highest ranked projects: SFMTA’s Enhanced Shop-a-Round Service and Van Gogh Recreational Shuttle Service (\$450,000) and SFMTA’s Wheelchair Accessible Taxi Incentive Program (\$300,000). In the meantime, we have identified Prop K paratransit funds and prior-cycle LTP funds to fully fund these two contingency list projects. If more LTP funds become available, we will provide them to these projects and de-obligate an equivalent amount of Prop K funds to return them to the Paratransit category.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION****Background.**

MTC directs around 12% of regional LTP funds to San Francisco based on its population of low-income residents, which for Cycle 5 is estimated at \$2,578,270. Provided that the CMAs comply with MTC's requirements, they have flexibility to program funds to a wide variety of project types including: new, enhanced, or restored transit service; transit stop enhancements; shuttle service; and mobility management. Only transit operators are eligible to receive funds. There is a 20% local match requirement, and funds are available starting in Fiscal Year 2018/19. A list of prior-cycle San Francisco LTP projects is included in Attachment 1.

Cycle 5 is the final cycle of the LTP but moving forward we will be able to fund these types of projects through a new CMA block grant program MTC established in its place for greater flexibility and efficiency.

**Prioritization Process.**

Attachment 2 shows San Francisco's LTP project prioritization criteria, largely dictated by MTC's program guidelines. San Francisco-specific criteria included prioritizing transit service supporting CoCs since LTP is one of the few sources that the Transportation Authority can direct to these types of projects. We also awarded extra points for projects recommended in recent equity-focused planning efforts, including San Francisco's Late-Night Study and SFMTA's Muni Service Equity Strategy, and allowed for consideration of geographic and project type diversity in the final recommendation.

On February 14, 2018, we issued the LTP Cycle 5 call for projects. In response, we received five project applications requesting \$4,768,270, as shown in Attachment 3. The evaluation panel included a representative from the MTC Policy Advisory Council, a community member who was active in a recent community planning effort in San Francisco, a paratransit planner at a Bay Area transit operator, and one Transportation Authority staff member. The evaluation panel reviewed the applications and scored them according to the prioritization criteria in Attachment 2, resulting in a ranked list of projects, included in Attachment 4.

**Staff Recommendations.**

Attachments 5 and 8 contains the staff recommendation. The SFMTA's Expanding and Continuing Late Night Transit Service to Communities in Need project received the highest score. Starting in Fiscal Year 2018/19, it would provide two years of new service extending the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 48 Quintara/24th Street and 44 O'Shaughnessy lines. The SFMTA requested \$2,578,270, the full amount of LTP funds available, which we are recommending for this project.

Consistent with MTC's guidance, we have recommended the next two highest scoring projects for the contingency list should additional LTP funds become available: SFMTA's Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service (\$450,000) and SFMTA's Wheelchair Accessible Taxi Incentive Program (\$300,000). Because these projects will deliver citywide benefits and provide important transit service for seniors and people with disabilities, we identified unneeded prior-cycle LTP funds (\$100,000) and Prop K funds from the Paratransit category (\$650,000) to fully fund both

## Agenda Item 6

projects for the three years requested, starting in Fiscal Year 2018/19. If additional LTP funds become available whether through higher actual revenues, cost savings or a canceled project funded in prior LTP cycles, we will direct the funds to SFMTA's two paratransit projects shown on the contingency list. Concurrently, we will de-obligate an equivalent amount of Prop K funds and return them to the Paratransit category.

The two BART applications not recommended for funding respond to community needs but scored lower in the LTP project evaluation process because they do not directly provide transit service that increases mobility for low income persons, which the Transportation Authority identified as the highest priority project type for LTP Cycle 5 funds.

Attachment 6 includes a map showing projects recommended to receive LTP Cycle 5 funding and their proximity to CoCs. The Owl service directly serves numerous CoCs, and the two others serve traditionally lower income populations citywide, with targeted outreach within the identified communities. Attachment 7 contains project summaries showing scope, schedule, and funding plan detail for the three projects recommended for funding.

### **Next Steps.**

After the Transportation Authority approves the LTP program of projects, we will submit it to MTC for review and approval, anticipated in July 2018.

### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's budget associated with the recommended action.

### **CAC POSITION**

The CAC was briefed on this item at its April 25, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Previously Funded Projects (Cycles 1-4)
- Attachment 2 – Prioritization Criteria
- Attachment 3 – Applications Received
- Attachment 4 – Project Evaluation
- Attachment 5 – Staff Recommendation
- Attachment 6 – Map of Staff Recommendations
- Attachment 7 – Summaries of Projects Recommended for Funding
- Attachment 8 – Recommended Contingency List

**Attachment 1.**  
**San Francisco Lifeline Transportation Program - Previously Funded Projects (Cycles 1-4)**

Last update: April 2018

Project Sponsor <sup>1</sup>	Project Name	LTP Funding	Total Project Cost	SFCTA Concurrence of Transit Operators Prop 1B priorities
<b>Cycle 1</b>				
<b>Completed</b>				
SFMTA	Muni Route 29 Service	\$946,222	\$1,182,778	
BVHPF	Bayview Hunters Point Community Transport	\$924,879	\$1,156,879	
SFMTA	Muni Route 109/Treasure Island	\$525,000	\$874,094	
THC	Outreach Initiative for Lifeline Transit Access	\$137,741	\$227,870	
SFMTA	Lifeline Fast Pass Distribution Expansion	\$219,334	\$274,166	
	<i>Cycle 1 Total</i>	\$2,753,176	\$3,715,787	
<b>Cycle 2</b>				
<b>Completed</b>				
SFMTA	Bus Service Restoration Project	\$1,698,272	\$2,309,000	
SFMTA	Route 108 Treasure Island Enhanced Service	\$1,165,712	\$1,708,866	
SFMTA	Persia Triangle Transit Access Improvements Project	\$802,734	\$1,003,418	<b>X</b>
SFMTA	Route 29 Reliability Improvement Project	\$695,711	\$1,672,560	
MOH/SFMTA	Hunters View Revitalization Transit Stop Connection	\$510,160	\$708,176	<b>X</b>
SFMTA	Randolph/Farallones/ Orizaba Transit Access Project	\$480,000	\$599,600	<b>X</b>
<b>Work Progressing</b>				
BART	Balboa Park Station-Eastside Connections Project	\$1,906,050	\$2,801,050	<b>X</b>
SFMTA	Shopper Shuttle <sup>2</sup>	\$1,560,000	\$1,872,000	
SFMTA	Balboa Park Station-Eastside Connections Project	\$1,083,277	\$1,354,096	<b>X</b>
	<i>Cycle 2 Total</i>	\$9,901,916	\$14,028,766	
<b>Cycle 3</b>				
<b>Completed</b>				
SFMTA	Continuation of Bus Restoration	\$2,158,562	\$6,922,000	
SFMTA	Eddy and Ellis Traffic Calming Improvement	\$1,175,104	\$1,691,823	
SFMTA	Route 108 Treasure Island Enhanced Service	\$800,000	\$1,075,677	
SFMTA	Route 29 Reliability Improvement Project	\$800,000	\$4,058,492	
SFMTA	Free Muni for Low Income Youth Pilot (funded through a fund exchange)	\$400,000	\$9,900,000	
<b>Work Progressing</b>				
SFMTA	8X Customer First	\$5,285,000	\$11,637,000	<b>X</b>
SFMTA	14-Mission Customer First	\$5,056,891	\$10,440,000	<b>X</b>
SFMTA	Mission Bay Loop	\$1,482,049	\$6,100,000	<b>X</b>
	<i>Cycle 3 Total</i>	\$17,157,606	\$51,824,992	
<b>Cycle 4</b>				
<b>Work Progressing</b>				
SFMTA	Van Ness Bus Rapid Transit	\$6,189,054	\$162,072,300	<b>X</b>
SFMTA	Expanding Late Night Transit Service to Communities in Need	\$4,767,860	\$5,947,861	
BART	Wayfinding Signage and Pit Stop Initiative	\$1,220,233	\$2,525,291	<b>X</b>
SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements	\$375,854	\$477,309	
	<i>Cycle 4 Total</i>	\$12,553,001	\$171,022,761	
	<b>Grand Total</b>	<b>\$42,365,699</b>	<b>\$240,592,306</b>	

<sup>1</sup>Project sponsor acronyms include the Bay Area Rapid Transit District (BART), Bayview Hunters Point Foundation for Community Improvement (BVHPF), Mayor's Office of Housing (MOH), San Francisco Municipal Transportation Agency (SFMTA), and Tenderloin Housing Clinic (THC).

<sup>2</sup> In April 2018, SFMTA requested an amendment to the scope of the Shopper Shuttle project, which included the purchase of accessible vehicles, to allow SFMTA to use \$100,000 in LTP Cycle 2 funds for the first year of the Wheelchair Accessible Taxi Incentive Program in Fiscal Year 2018/19. Following approval by Transportation Authority staff, Metropolitan Transportation Commission staff must also approve the amendment.

**Attachment 4**  
**San Francisco Lifeline Transportation Program (LTP) Cycle 5 Call for Projects**  
**Project Evaluation**<sup>1</sup>

Sponsor <sup>2</sup>	Projects	Prioritization Criteria							Total (max 100)
		Project Need/Goals and Objectives (20 pts)	Community-Identified Priority (15 pts)	Project Readiness (Implementation Plan and Project Management Capacity) (15 pts)	Project Budget/Sustainability (10 pts)	Cost-Effectiveness and Performance Indicators (10 pts)	Coordination and Outreach (10 pts)	Transit Operations Serving Community of Concern (20 pts)	
SFMTA	Expanding and Continuing Late Night Transit Service to Communities in Need	19.6	14.5	14.0	7.5	7.8	7.5	20.0	90.9
SFMTA	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	17.1	13.0	13.0	5.1	8.4	8.8	20.0	85.4
SFMTA	Wheelchair Accessible Taxi Incentive Program	17.5	11.0	12.6	5.8	8.3	10.0	15.0	80.2
BART	Pit Stop Program	12.6	11.3	15.0	7.6	8.4	8.1	7.3	70.3
BART	Elevator Attendant	15.0	10.0	11.0	7.5	7.6	5.9	7.5	64.5

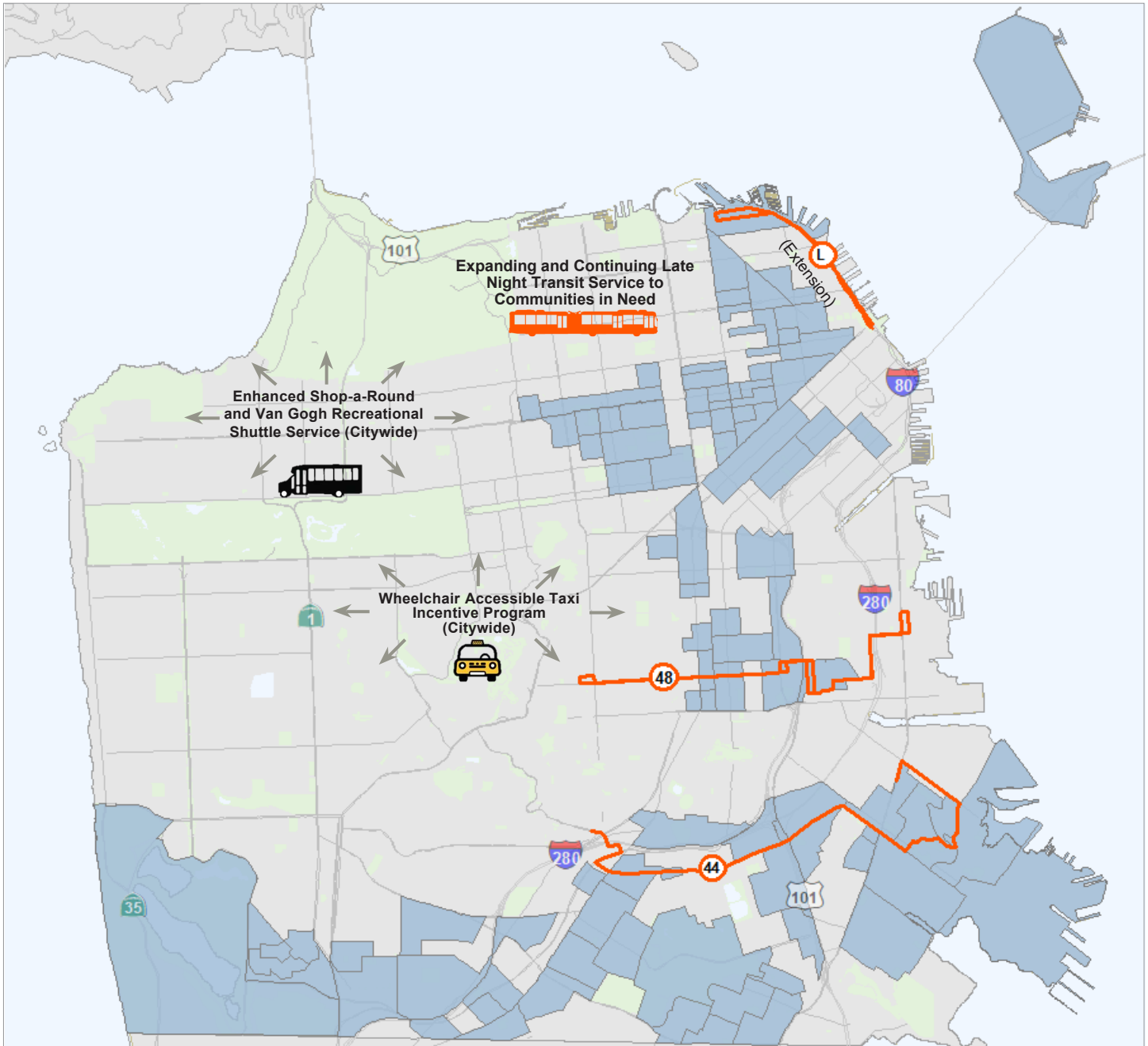
<sup>1</sup> See Attachment 2 for prioritization criteria.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (SFMTA)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

# San Francisco Lifeline Transportation Program Cycle 5 Call for Projects—Recommended Projects



 Blue backgrounds denote Communities of Concern (CoCs)

## San Francisco Communities of Concern 2017 with Lifeline Cycle 5 Recommendations



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
 1455 Market Street, 22nd Floor, San Francisco, CA 94103  
 TEL 415.522.4800 FAX 415.522.4829  
 EMAIL info@sfcta.org WEB www.sfcta.org

RESOLUTION ALLOCATING \$2,376,680 IN PROP K SALES TAX FUNDS AND \$655,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR THREE REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received four requests for a total of \$2,530,800 in Prop K local transportation sales tax funds and \$655,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the Signals and Signs and Transportation Demand Management/ Parking Management categories of the Prop K Expenditure Plan and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

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

WHEREAS, The requests for Prop K Transportation Demand Management/Parking Management funds and for Prop AA funds are consistent with the relevant 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Contract 34 Signal Modifications and Arguello Signal Upgrades projects require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,530,800 in Prop K funds and \$655,000 in Prop AA funds, with conditions, for the four projects, as described in Attachment 3 and detailed in the allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow



Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's adopted Fiscal Year 2017/18 budget to cover the proposed actions; and

WHEREAS, At its April 25, 2018 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its May 8, 2018 meeting, the Board was briefed on the staff recommendation and after discussing the item, unanimously agreed to not recommend Prop K funding for the SFMTA's Transportation Demand Management Program Branding project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Signals and Signs 5YPP, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,376,680 in Prop K funds and \$655,000 in Prop AA funds, with conditions, to the Contract 34 Signal Modifications – Additional Funds, Arguello Signal Upgrades, and Business Relocation Transportation Demand Management projects 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 and Prop AA Expenditure Plans, the Prop K and Prop AA Strategic Plans, 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 attached 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 and Prop AA Strategic Plans and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/AA Allocation Summaries – FY 2017/18

Enclosure:

1. Prop K/AA Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)	
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	33	SFMTA	Contract 34 Signal Modifications – Additional Funds	\$ 1,218,680		\$ 6,104,680	41%	~1% including previous allocations	Construction	1, 2, 3, 5, 6, 7, 8, 9, 10, 11	
Prop K, Prop AA	33, Ped	SFMTA	Arguello Signal Upgrades	\$ 775,000	\$ 655,000	\$ 1,430,000	38%	0%	Construction	1, 2	
Prop K	43	SFMTA	Transportation Demand Management Program Branding	\$ 154,200		\$ 154,000	54%	0%	Planning	Citywide	
Prop K	43	SFMTA	Business Relocation Transportation Demand Management	\$ 383,000		\$ 383,000	54%	0%	Planning	Citywide	
<b>TOTAL</b>							<b>\$ 2,530,880</b>	<b>\$ 655,000</b>	<b>\$ 8,071,680</b>	<b>41%</b>	<b>0%</b>

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Contract 34 Signal Modifications – Additional Funds	\$1,218,680	\$ -	The SFMTA is requesting additional funds to cover higher than budgeted construction costs for traffic signal-related upgrades at 15 locations across the city. Nine of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. In July 2017 the Board allocated \$4.86 million in Prop K funds for the project. Bids were received in November 2017, and were substantially higher (17%) than anticipated due to the bidding environment, with a higher demand for contractors, rising labor costs, and increased complexity of traffic signal projects. The contract was awarded in January 2018 and contractor is awaiting Notice to Proceed from the SFMTA. The project schedule has been delayed about 4 months, with substantial completion expected by April 2019.
33, Ped	SFMTA	Arguello Signal Upgrades	\$775,000	\$655,000	Requested funds will be used for the construction of traffic signal upgrades at six signalized intersections along Arguello Boulevard between Lake and Turk Streets on the Vision Zero High Injury Network, including Lake/Sacramento, California, Euclid, Clement, Anza, and Turk/Balboa. The traffic and pedestrian safety improvements include new mast arms and larger signal heads for improved visibility, installation of pedestrian countdown signals where they are lacking, and new accessible (audible) pedestrian signals. Much of the existing traffic signal infrastructure at these intersections is at the end of its useful life. Work is expected to begin in Summer 2018 in coordination with Public Works' Arguello paving project. Substantial completion is anticipated by December 2019.
43	SFMTA	Transportation Demand Management Program Branding	\$154,200	\$ -	Develop branding for the San Francisco's Transportation Demand Management (TDM) Program to support the efforts of all local agencies that are providing TDM programs and services. The final brand would support presenting the City's TDM programs, information and services in a consistent fashion, no matter which agency is providing the actual program support, resulting in a better informed customer experience. Program will be developed by December 2020.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Business Relocation Transportation Demand Management	\$383,000	\$ -	Develop and implement a program focused on addressing the transportation needs of employees at businesses that are opening in or relocating to new locations in San Francisco. The program will provide transportation planning services and materials to businesses to help employees travel to work in their new location without driving alone. SFMTA will work with San Francisco Environment to develop the program by the end of 2018, with implementation planned for 2019 and 2020.
<b>TOTAL</b>			<b>\$2,530,880</b>	<b>\$655,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Transportation Authority Board Recommendations - May 8, 2018<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
33	SFMTA	Contract 34 Signal Modifications – Additional Funds	\$ 1,218,680		<b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon a concurrent Signals and Signs 5YPP amendment to add the subject project and to reprogram a total of \$1,218,680 from projects that are fully funded or delayed to the subject request. See attached 5YPP amendment for details.
33, Ped	SFMTA	Arguello Signal Upgrades	\$ 775,000	\$ 655,000	<b>5YPP Amendment:</b> Recommendation is contingent upon a concurrent Signals and Signs 5YPP amendment to add the subject project and to reprogram a total of \$775,000 in Prop K funds from project completed under budget and projects that are fully funded or not advancing in Fiscal Year 2017/18 to the subject request. See attached 5YPP amendment for details.
43	SFMTA	<del>Transportation Demand Management Program Branding</del>	<del>\$ 154,200</del>		<del><b>Special Condition:</b> SFMTA shall convene a group of TDM partner agencies (e.g. SFMTA, Transportation Authority, San Francisco Environment, Planning Department) on a regular basis to review and provide feedback on the development of brand name, logo, and brand standards. In consultation with these agencies, the SFMTA shall develop a plan for how the brand will be employed including the projects expected to adopt the brand.</del>
43	SFMTA	Business Relocation Transportation Demand Management	\$ 383,000		<b>Special Condition:</b> SFMTA may not incur expenses for implementation of the program until Transportation Authority staff releases the funds (\$288,000) pending receipt of a viable implementation and evaluation plan.
			\$ 2,376,680	\$ 655,000	

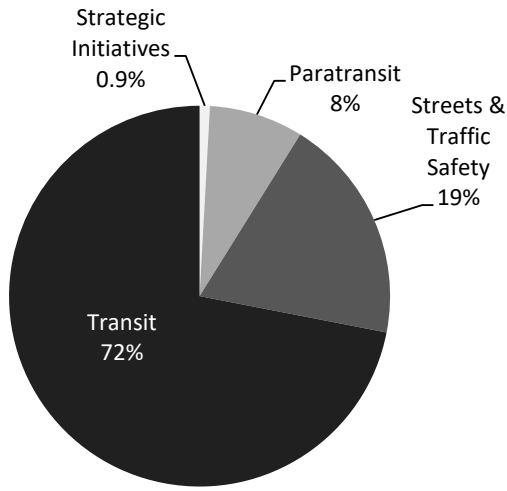
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2017/18**

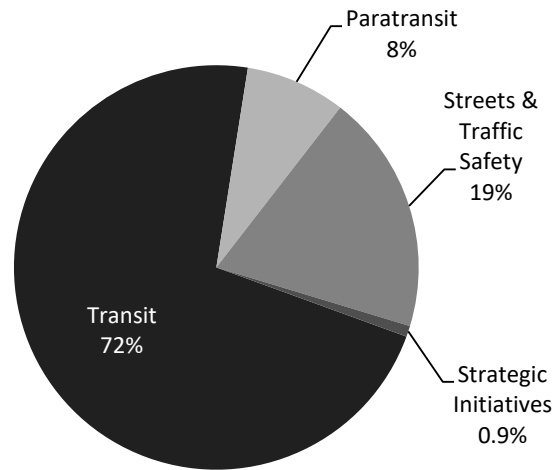
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>
Prior Allocations	\$ 109,011,110	\$ 35,900,591	\$ 67,532,836	\$ 2,543,559	\$ 920,651	\$ 786,830
Current Request(s)	\$ 2,376,680	\$ -	\$ 1,768,680	\$ 608,000	\$ -	\$ -
<b>New Total Allocations</b>	<b>\$ 111,387,790</b>	<b>\$ 35,900,591</b>	<b>\$ 69,301,516</b>	<b>\$ 3,151,559</b>	<b>\$ 920,651</b>	<b>\$ 786,830</b>

The above table shows maximum annual cash flow for all FY 2017/18 allocations and appropriations approved to date, along with the current recommended allocation(s).

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



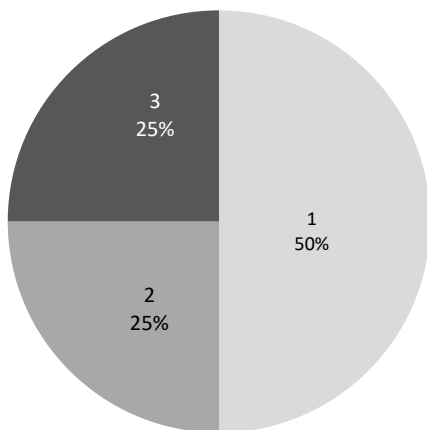
**Prop K Investments To Date**



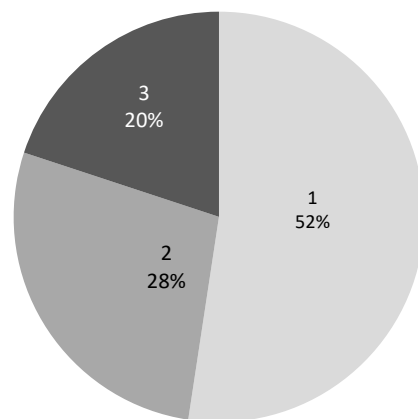
<b>PROP AA VEHICLE REGISTRATION FEE</b>						
	<b>Total</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>
Prior Allocations	\$ 4,517,316	\$ 1,732,658	\$ 2,282,658	\$ 502,000	\$ -	\$ -
Current Request(s)	\$ 655,000	\$ -	\$ 655,000	\$ -	\$ -	\$ -
<b>New Total Allocations</b>	<b>\$ 5,172,316</b>	<b>\$ 1,732,658</b>	<b>\$ 2,937,658</b>	<b>\$ 502,000</b>	<b>\$ -</b>	<b>\$ -</b>

The above table shows total cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

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



**Prop AA Investments To Date**





# Memorandum

**Date:** April 19, 2018  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 5/8/2018 Board Meeting: Allocation of \$2,530,880 in Prop K Sales Tax Funds and \$655,000 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Allocate \$2,530,880 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for four requests:             <ol style="list-style-type: none"> <li>1. Contract 34 Signal Modifications – Additional Funds (\$1,218,680)</li> <li>2. Arguello Signal Upgrades (\$775,000)</li> <li>3. Transportation Demand Management Program Branding (\$154,200)</li> <li>4. Business Relocation Transportation Demand Management (\$383,000)</li> </ol> </li> <li>• Allocate \$655,000 in Prop AA funds to the SFMTA for one request:             <ol style="list-style-type: none"> <li>5. Arguello Signal Upgrades (also receiving Prop K funds)</li> </ol> </li> </ul> <p><b>SUMMARY</b></p> <p>We are presenting four requests totaling \$2,530,880 in Prop K funds and \$655,000 in Prop AA funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in the enclosure with detailed information on scope, schedule, budget and funding.

**FINANCIAL IMPACT**

The recommended action would allocate \$2,530,880 in Fiscal Year 2017/18 Prop K sales tax funds and \$655,000 in Prop AA vehicle registration fee funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

## Agenda Item 7

Prop K Attachment 4 shows the total approved Fiscal Year 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted Fiscal Year 2017/18 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 April 25, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2017/18

Enclosure – Prop K/AA Allocation Request Forms (4)



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

FY of Allocation Action: 2017/18

Project Name: Transportation Demand Management (TDM) Program Branding

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Transportation Demand Management/Parking Management: (EP-43)

Prop K EP Line Number (Primary): 43 Current Prop K Request: \$ 154,200

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

Develop branding for the San Francisco's Transportation Demand Management (TDM) Program to support the efforts of all local agencies that are providing TDM programs and services. The final brand would support presenting the City's TDM programs, information and services in a consistent fashion, no matter which agency is providing the actual program support, resulting in a better customer experience.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached scope.

Project Location (type below)

Citywide

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? No

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? Greater than Programmed Amount

Prop K 5YPP Amount: \$ 150,000 Prop AA Strategic Plan Amount: \_\_\_\_\_

Please describe and justify the necessary amendment:

This project is proposed to be funded with \$150,000 programmed to Citywide TDM Marketing and \$4,200 programmed to TDM Program Evaluation. The latter requires a 5YPP amendment.

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$154,200 in Proposition K funds for Transportation Demand Management (TDM) Program Branding program.

### **Background**

San Francisco is an attractive place to live, work, and play because it offers so much to such a wide variety of people. As a vibrant, busy city, San Francisco faces challenges with how to accommodate expected growth within the constraints of a world-class location that has already developed most of its available land. As the city increases in density, transportation and land-use planners are looking to make the city work better for the people who are here, as well as those who will be here in the future. Due to the costs of building major infrastructure, San Francisco is looking to do more with our existing system, while focusing on key important projects like the Central Subway and Van Ness Bus Rapid Transit. In order to succeed, an ambitious TDM program is needed to meet the challenge of maintaining mobility and access within the city. This project will develop the name and brand identity of this program to be used citywide.

During the development of the Interagency TDM Strategy and the SF TDM Plan, the development of a new brand was identified as a high-priority project, to be under development by the end of 2018.

### **Scope**

SFMTA will manage this program under the guidance of the TDM Working Group, comprised of staff from SFMTA, SFCTA, SFE and Planning ensuring that all TDM partners are in agreement regarding the final program brand (name, logo, etc).

These funds will develop branding for the City's TDM Program to support the efforts of all City departments that are providing TDM programs and services. The final brand, if implemented consistently, would support presenting the City's TDM programs, information and services provided in a consistent fashion. Resident, employers, employees and visitors should understand that they are interacting with the City and County of San Francisco, but not need to navigate a brand landscape that prioritizes agencies. No matter which agency or consultant is providing the actual program support, users should feel as if they are working with a single team working to assist them with their needs, resulting in a better customer experience.

The key goal of the program is to create a recognizable City brand that provides an accessible entry point into interacting with the TDM offerings of multiple agencies. A unified brand will help the City's TDM programs achieve a second key action of the Integrated TDM Strategy: *speaking with a single voice*.

This unified voice will be based on the same vision, objectives, and data, and will be supported by a long-term commitment from the City. End-users should not have to be aware of which agency is providing the service, information or outreach.

Funds will be used to hire a branding consultant to conduct the relevant research and development of a name and brand identity. As we do with Vision Zero SF, SFMTA staff will ultimately work with partners to ensure the appropriate use of the brand. A key deliverable will be a brand guide, which will

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

be approved by staff from all four agencies, that will outline the proper usage of the TDM Brand. (See attached Vision Zero Brand Guide).

At the end of this project, the City and County of San Francisco will have a program brand for this multi-agency effort. Next steps will include integrating the brand into existing programs as well as moving forward with item two in the SF TDM Plan, “Develop an integrated, customer-friendly website for the TDM Program.” This website work will be a natural outgrowth of the branding work, which will help to identify audiences and communications channels for the program.

### **Prioritization**

This project was identified as a key strategy in the 2014 Interagency TDM Strategy after interviews with 12 subject matter experts in the field of TDM<sup>1</sup>. **This strategy was** developed in partnership with the San Francisco County Transportation Authority, SFMTA, San Francisco Environment and San Francisco Planning.

Further, this project was identified as a short term priority in the **2017 San Francisco TDM Plan**<sup>2</sup>. The TDM Plan builds upon existing efforts to develop, implement and manage a coordinated Transportation Demand Management program that will make it easy for residents, employees, and visitors to use all available transportation. options, other than driving alone, to meet their travel needs.

TDM strategies can be a powerful tool to shift travel behavior. As San Francisco endeavors to develop a world-class TDM program that will efficiently and effectively reduce single occupancy vehicle use in San Francisco, this project will put San Francisco on the path to achieving this aim.

**Project timeline and phasing** (SFMTA will be the lead on all phases with SFE, SFCTA and SF Planning collaborating as full partners and sitting on the project steering committee)

**Phase One** (July 2018 – December 2018) Contracting

Task 1 – RFP (July – October)

Task 2 – Contract signing (December)

Deliverable: Sign consultant contract with detailed workplan and task oriented timeline

**Phase Two** (January 2019 – October 31, 2020)

Task 1 - Develop TDM Program name, logo and brand standards

Deliverable: Memo documenting market research that outlines the information collected and informing the brand decisions.

Deliverable: Approved Program Name and logo, Brand Standards guidelines document including use of logo, fonts, colors and guide for when to utilize the brand.

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<sup>1</sup>[http://www.sfcta.org/sites/default/files/content/Planning/TDM\\_Partnership/Combined%20TDM%20Project%20Factsheets%20092315.pdf](http://www.sfcta.org/sites/default/files/content/Planning/TDM_Partnership/Combined%20TDM%20Project%20Factsheets%20092315.pdf)

<sup>2</sup>[http://www.sfcta.org/sites/default/files/content/Executive/Meetings/board/2017/10-Oct-17/Item%2010%20-%20SFMTA%20TDM%20Plan%202017\\_FINAL%20%281%29.pdf](http://www.sfcta.org/sites/default/files/content/Executive/Meetings/board/2017/10-Oct-17/Item%2010%20-%20SFMTA%20TDM%20Plan%202017_FINAL%20%281%29.pdf)

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**Phase Three** (October 2020 – December 2020)

Task 1 – socialize the brand with partners

Deliverable: List of meetings for TDM partners and collaborators

**Examples of TDM Programs and their brands:**

Arlington, VA: <https://arlingtontransportationpartners.com/about-us/>

Cambridge, MA: <http://www.cambridgema.gov/CDD/Transportation/CitySmart>

Seattle, WA: <https://commuteseattle.com/>

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

**Project Name:** Transportation Demand Management (TDM) Program Branding

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** N/A

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2018	Oct-Dec	2020
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Dec	2020

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

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

**Project Name:** Transportation Demand Management (TDM) Program Branding

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 4,200	\$ 150,000	\$ -	\$ 154,200
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 4,200</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ 154,200</b>

**COST SUMMARY**

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 154,200	\$ 154,200		Based on similar projects and projected consultant fees
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 154,200</b>	<b>\$ 154,200</b>	<b>\$ -</b>	

% Complete of Design:  as of   
 Expected Useful Life:  Years

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 154,200	\$ -	\$ -	\$ -	\$ -	\$ 154,200

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

**MAJOR LINE ITEM BUDGET**

**BUDGET SUMMARY**

	1. Contracting		2. Program Development	3. Socialize new brand
SFMTA	\$ 7,908.68	\$ 4,078.30	\$ 47,214.48	\$ 8,528.91
Consultant	\$ -	\$ -	\$ 85,000.00	\$ -
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -
City Attorney	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 7,909</b>	<b>\$ 4,078</b>	<b>\$ 132,214</b>	<b>\$ 8,529</b>
				<b>\$ 67,730</b>
				<b>\$ 85,000</b>
				<b>\$ -</b>
				<b>\$ 1,500</b>
				<b>\$ 154,230</b>

\* Direct Costs include mailing, reproduction costs, and room rental fees.

**DETAILED LABOR COST ESTIMATE - BY AGENCY**

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
9174 Manager IV	104	\$ -	-	\$ 214.01	0.05	\$ 22,257
5290 Transportation Planner IV	104	\$ -	-	\$ 193.82	0.05	\$ 20,157
5277 Planner 1	212	\$ -	-	\$ 119.42	0.10	\$ 25,317
City Attorney	3	\$ -	-	\$ 500.00	0	\$ 1,500
<b>Total</b>	<b>423.00</b>				<b>0.20</b>	<b>\$ 69,231</b>

Budget						
Task	SFMTA Program Supervisor			SFMTA Project Oversight		Total
	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	SFMTA Project Staff	Direct Costs	
<b>Business Outreach</b>						
1. Contracting						\$ 11,987
1.1 RFP	\$ 3,210.15	\$ 2,907.30	\$ 1,791.23			\$ 7,909
1.2 Contract signing	\$ 2,140.10	\$ 1,938.20				\$ 4,078
<b>2. Program Development</b>						
2.1 Develop the brand	\$ 15,836.74	\$ 11,435.38	\$ 19,942.36	\$ 85,000		\$ 132,214
<b>3. Socialize new brand</b>						
3.1 Roll-out meetings	\$ 1,070.05	\$ 3,876.40	\$ 3,582.46			\$ 8,529
Subtotals						\$ 152,730



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 4/19/2018      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Transportation Demand Management (TDM) Program Branding

**Grant Recipient:** San Francisco Municipal Transportation Agency - DPT

<b>Funding Recommended:</b>	<b>Action</b>	<b>Amount</b>	<b>Phase</b>
	Prop K Allocation	\$ 154,200	Planning/Conceptual Engineering (PLAN)
	<b>Total:</b>	<b>\$ 154,200</b>	

**Total Prop K Funds:** \$ 154,200      **Total Prop AA Funds:** \$ -

**Fund Expiration Date:** 6/30/2021      **Eligible expenses must be incurred prior to this date.**

**Deliverables:**

1. SFMTA shall provide a draft detailed project workplan and schedule for Transportation Authority review prior to execution of consultant contract (anticipated November 2018). This plan shall include anticipated participants in the group of TDM partner agencies referenced in Special Condition 1 and anticipated schedule of milestones for when the group shall be convened.
2. Upon completion (anticipated June 2019), SFMTA shall provide a memo documenting market research.
3. SFMTA shall provide draft brand name, logo, and brand standards and implementation plan for review and comment by Transportation Authority staff. Upon completion, SFMTA shall provide final versions of these documents.

**Special Conditions:**

1. Phase 1. SFMTA shall convene a group of agencies anticipated to use the TDM brand (e.g. SFMTA, SFCTA, SFE) to solicit input on the consultant work program prior to execution of consultant contract.
2. Throughout Phase 2, SFMTA shall convene the group of TDM partner agencies on a regular basis to review and provide feedback on development of brand name, logo, and brand standards. In consultation with these agencies, SFMTA shall develop a plan for how the brand will be employed including the projects expected to adopt the brand.
3. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

<b>Metric</b>	<b>Prop K</b>	<b>Prop AA</b>
<b>Actual Leveraging - Current Request</b>	0.00%	No Prop AA

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 4/19/2018      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Transportation Demand Management (TDM) Program Branding

**Grant Recipient:** San Francisco Municipal Transportation Agency - DPT

<b>Actual Leveraging - This Project</b>	0.00%	No Prop AA
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**SFCTA Project**    Planning  
**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

**Sponsor:** San Francisco Municipal Transportation Agency - DPT

**SGA Project Number:** 143-xxxxxx      **Name:** Transportation Demand Management (TDM) Program Branding

**Phase:** Planning/Conceptual Engineering (PLAN)      **Fund Share:** 100.00%

<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
<b>Fund Source</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22+</b>	<b>Total</b>
Prop K		\$50,000	\$ 54,200	\$ 50,000		<b>\$154,200</b>

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

**FY of Allocation Action:** 2017/18

**Current Prop K Request:** \$ 154,200  
**Current Prop AA Request:** \$ -

**Project Name:** Transportation Demand Management (TDM) Program Branding

**Grant Recipient:** San Francisco Municipal Transportation Agency - DPT

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

<p><b>Required for Allocation Request Form Submission</b>                  Initials of sponsor staff member verifying the above statement</p>
<p><b>TM</b></p>

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: John Knox White

Timothy Manglicmot

Title: Manager, Planning Programs

Acting Manager, Capital Procurement & Management

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415.646.2517

Email: [john.knoxwhite@sfmta.com](mailto:john.knoxwhite@sfmta.com)

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# VISION ZERO SF

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# Brand Guidelines

April 2018

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# INTRODUCTION



**Vision Zero SF is the City's road safety policy that will build safety and livability into our streets, protecting the one million people who move about the City every day.**

#### **ABOUT VISION ZERO SF**

Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. These deaths and injuries are unacceptable and preventable, and San Francisco is committed to stopping further loss of life.

The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The goal is to create a culture that prioritizes traffic safety and to ensure that mistakes on our roadways don't result in serious injuries or death. The result of this collaborative, citywide effort will be safer, more livable streets as we work to eliminate traffic fatalities by 2024.

**OUR MISSION STATEMENT**

**Through Vision Zero SF, we  
commit to working together  
to prioritize street safety and  
eliminate traffic deaths in  
San Francisco by 2024.**

**OUR POSITIONING**

By adopting Vision Zero as a policy in 2014, the City and County of San Francisco is committed to building better and safer streets, educating the public on traffic safety, enforcing traffic laws, and prioritizing resources to implement effective initiatives that save lives.

Through this work, we will create a culture whereby city residents, workers and visitors prioritize traffic safety, and ensure that when people make mistakes while using our streets the result is not serious injuries or death.

**OUR PERSONALITY**

The personality is the perception people have of the Vision Zero SF brand, based on their experiences with the policy, associated programs and communications.

Key characteristics of the Vision Zero SF personality include approachable, credible, objective, intuitive and straightforward.



## ABOUT THE GUIDELINES

The Vision Zero SF identity has been carefully designed through detailed consideration of many factors, both functional and aesthetic, to reflect what makes Vision Zero SF important and unique to our City. Adhering to the brand standards ensures that the Vision Zero SF identity appears consistently in all communications, and that materials associated with Vision Zero SF—such as presentations, publications, websites, advertising, signage and outreach materials—always have a cohesive look and feel.

### Who are these guidelines for?

Anyone who would like to use the Vision Zero SF identity to increase community awareness of Vision Zero SF and its goals, including partners and traffic safety advocates. While there are many different internal and external audiences, the tools in these guidelines should enable each of us to advocate for Vision Zero SF and benefit from being part of the brand's story.

### How should these guidelines be used?

Use these guidelines as the foundation for accepted usage of the Vision Zero SF brand including logos, identifier, colors, typography and other related brand elements.

**Adhere to the brand standards to ensure that Vision Zero SF appears consistently in all communications and collateral.**

## ABOUT BRAND COMPLIANCE

We appreciate the effort you are giving to ensure you are utilizing the Vision Zero SF brand correctly. SFMTA has oversight of all marketing and communication initiatives referencing the Vision Zero SF brand.

### **Utilization of the Vision Zero SF brand needs to be approved.**

Prior to utilizing the Vision Zero SF identity, and obtaining original artwork, acquire permission from the Vision Zero SF Communications Lead at [brand@visionzerosf.org](mailto:brand@visionzerosf.org). Include project information and a copy of the draft brand application (e.g., flyer, PowerPoint, signage, etc.).

Send materials for approval if they meet ANY one of these criteria.

- The materials will reach (be used and/or seen by) a public audience.
- The materials will be professionally printed or produced.
- The materials will be used as a promotion or advertisement.

Questions about how to implement the Vision Zero SF brand guidelines?

Contact SFMTA Creative Services at [Creative.Services@SFMTA.com](mailto:Creative.Services@SFMTA.com).

**Prior to using the Vision Zero SF identity, acquire permission from the Vision Zero SF Communications Lead at [brand@visionzerosf.org](mailto:brand@visionzerosf.org).**



# THE LOGO

## LOGO ELEMENTS

- 1** **The Color:** Black is the required color for the Vision Zero SF brand. It promotes a strong, bold and confident presence. In some cases, white may be used (see page 10 for details).
- 2** **The Dial:** The dial consists of 24 dashes. This has multiple meanings. First, it gives a nod to the original 24 projects that kicked off the Vision Zero initiative. Additionally, this feature connects the goal of attaining zero traffic related deaths by 2024.
- 3** **The Font:** To address the breadth of audiences for this initiative, we utilized a font that is modern and sophisticated, but not complicated. It supports the idea of forward thinking with its subtle curves, but conveys strength with its clean lines. The font utilized in the word mark of the Vision Zero SF logo is Globber. Do not substitute this font.
- 4** **The Equation:** To push beyond the expected of a traditional word mark, we included a unique equation that denotes collective efforts of the City and County of San Francisco and how Vision Zero will bring us to the goal of zero traffic related deaths by 2024.



## THE VISION ZERO SF LOGO

The Vision Zero SF logo is the primary visual symbol of the brand.

Therefore, how it is constructed and placed are of utmost importance in maintaining the integrity of the brand.

The logo and its variations may be used as shown in the guidelines.

Always use the original approved art, by using the official master artwork files. Never alter any aspect of it. See Improper & Proper Usage on page 14 for examples.

The Vision Zero SF logo must appear at least once on all communication media.



The primary version of the logo.

Dial with stacked name: Use this full version of the logo whenever possible.

**Logo variations**



**Dial only version:** When space is limited, or as part of the identifier (see samples on page 22), the “dial only” version of the logo may be used.



**Logo on white or light background:** When used against a white or light colored background, the required logo color is black.



**Logo on black or dark background:** When used against a black or dark colored background, the required logo color is white.

**VISIONZEROSF**

**Text only version:** Use of a text-only version of the logo is allowed when dial version cannot be used, but must be presented as shown. If gray “zero” is unreadable against background color, white is an acceptable alternate.



**Animated version:** For an animated version (GIF or MOV) of the logo for use in multimedia, please contact Creative.Services@SFMTA.com.

### Logo clearspace

“Clearspace” has been established to ensure logo visibility and impact.

Maintaining the clearspace zone between the logo and other graphic elements such as type, images, other logos, etc. ensures that the logo always appears unobstructed and distinctly separate from any other graphic elements.

For the Vision Zero SF logo, the minimum clear space around the logo should equal one and a half times the height of the letter “O” in the safe area of the logo. The clear space requirements displayed on this page are intended to maintain the integrity of the Vision Zero SF logo by ensuring an appropriate amount of space around the logo. No other elements should infringe on the clear space of the logo.

Clear space requirements for the logo are shown here. The clear space requirements act as a ratio. The larger the logo, the larger the minimum clear space around it should be.



**Minimum size**

To make sure the logo is always clear and legible, there is a minimum size requirement.

The minimum size for the Vision Zero SF full logo and logotype is .8" wide proportionally.

The minimum size for the Vision Zero SF "dial only" logo is .4" wide proportionally.





### **Logo watermark**

The Vision Zero SF “dial” symbol can be used as a watermark, with the opacity set at 10% - 15% percent against the background.

The watermark is to be placed on the lower right quadrant of the document and off the page.

When using a watermark, do not show the letters and line inside the dial.

Shown on this page is an example of how to use the “dial” watermark.

### Improper logo usage

The following guidelines address the most common misuses (but not all), these rules apply to the Vision Zero SF logo.

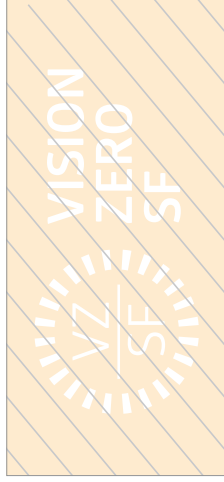
Do NOT use colors other than black or white.



Do NOT alter the color of individual elements.



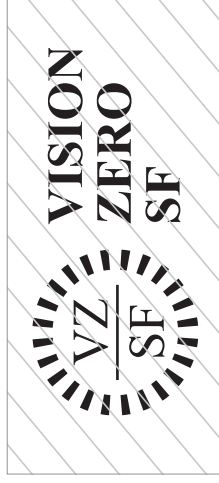
Do NOT place on similar color backgrounds.



Do NOT stretch or condense the identity.



Do NOT alter or replace typefaces.



Do NOT use drop shadows or other effects.



Do NOT alter the placement of the elements.



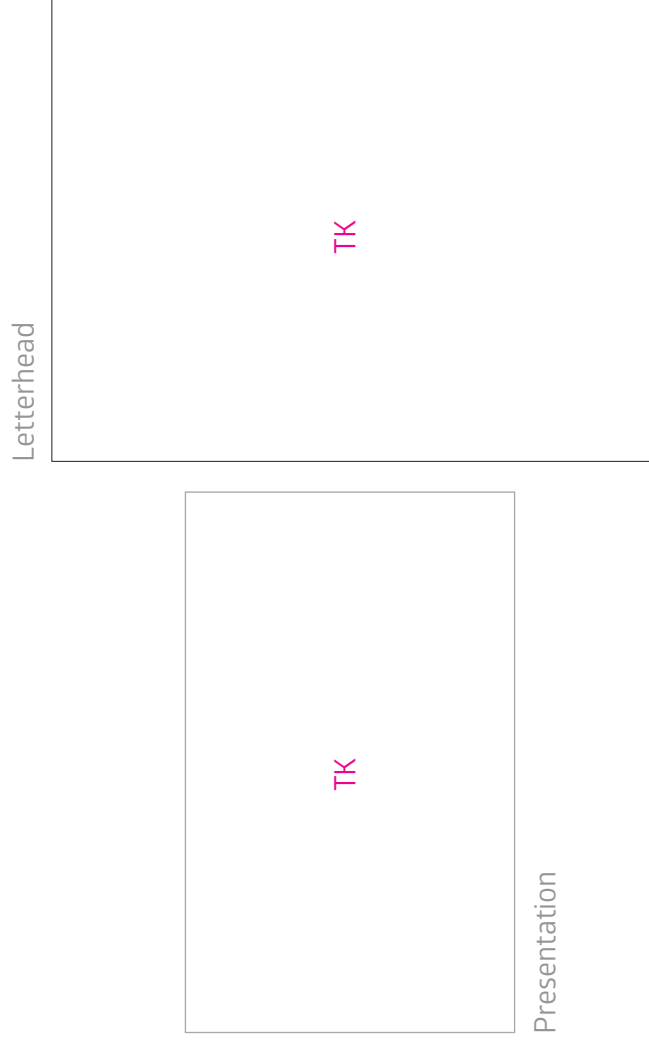
Do NOT place on busy backgrounds.



Do NOT rotate the identity.



**Proper logo usage**

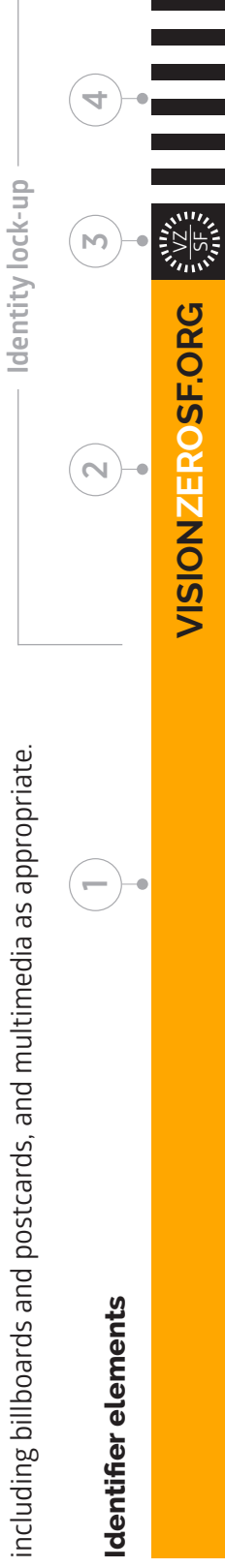




# THE IDENTIFIER

## THE IDENTIFIER

The identifier unites the Vision Zero SF URL and logo, and iconic street themes (crosswalk stripes and yellow color) in one highly recognizable symbol of the brand. Use the identifier on the bottom of all print collateral including billboards and postcards, and multimedia as appropriate.



### Identifier elements

The advertising identifier consists of four elements:

- 1 **Yellow bar:** The yellow bar, which uses the required Pantone color 130, runs all the way across the bottom of the collateral. The yellow bar only contains the URL.
- 2 **URL:** The website address always appears to the left of the logo square, in ALL CAPS with 'ZERO' knocked out.
- 3 **Logo square:** The square is always black and contains the "dial" logo in white only.
- 4 **Crosswalk stripes:** The identifier must contain black and white "crosswalk stripes," placed to the right of the logo square.

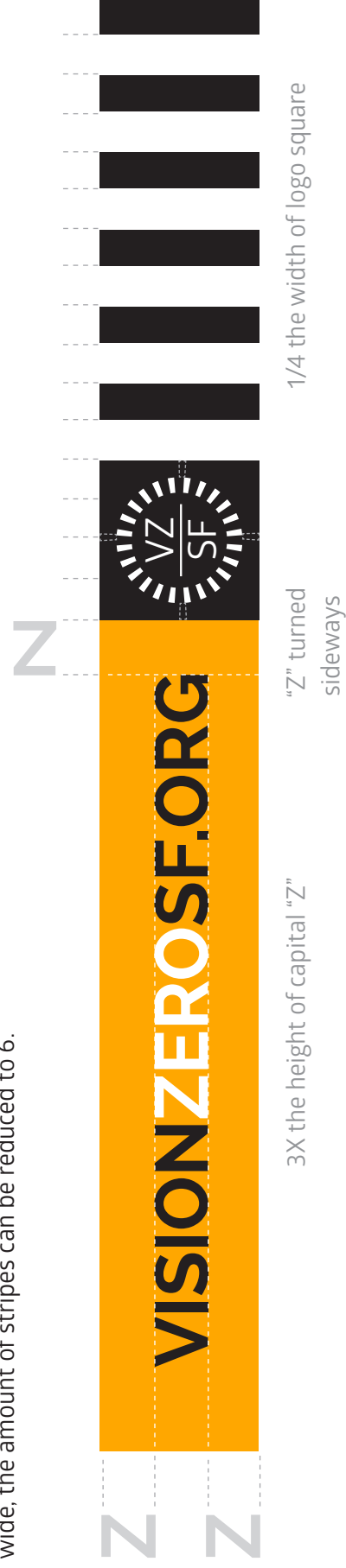
### Determining the size of identifier elements

**Yellow bar:** The height of the yellow bar equals the height of 3X the height of one of the capital letters in the URL.

**URL:** The point size of the URL is arbitrary and effects the rest of the identifier elements. Use all caps in black with white "zero".

**Logo square:** The height of the black square equals the height of the yellow bar. The logo ("dial" version only), fits into the black square. The space around the logo equals the height of one of the logo "dial tabs".

**Crosswalk stripes:** The crosswalk stripes equals 1/4 width of the logo square. The amount of black and white stripes should be a minimum of 9 and a maximum of 12, but in the event that the collateral is less than 2" wide, the amount of stripes can be reduced to 6.



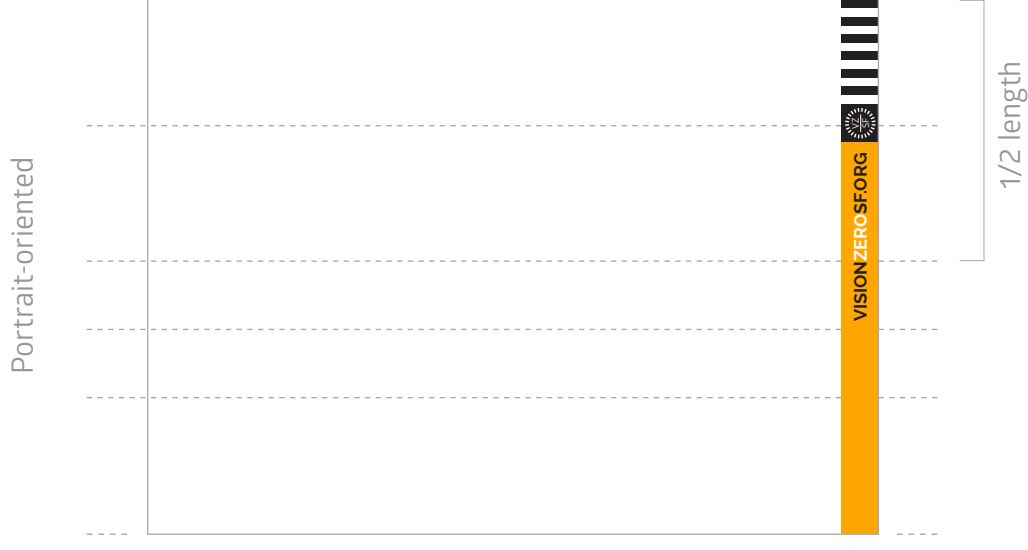
**Determining the size of the identifier**

The sizing of the identifier depends on the orientation of the collateral being created.

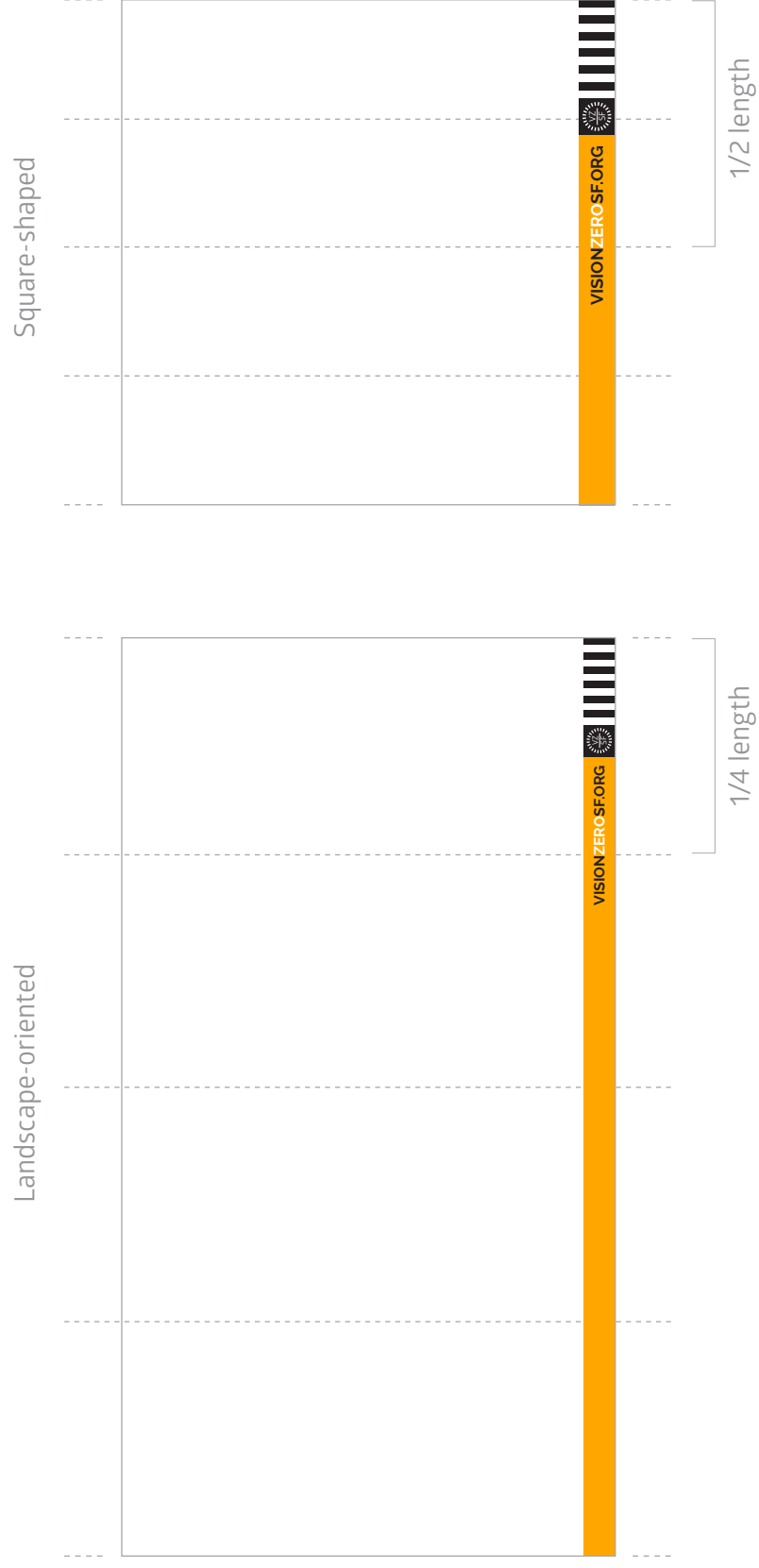
For portrait-oriented and square-shaped pieces, the total width of the identity lock-up elements (URL, logo square and crosswalk stripes only) should align the left side of the “Z” in “ZERO” with 1/2 the total width of the collateral piece. The yellow bar then extends to the left edge of the piece, completing the identifier. Do not use more than 12 total crosswalk stripes.

For landscape-oriented pieces, the total width of the identity lock-up elements (URL, logo square and crosswalk stripes only) equals 1/4 the total width of the collateral piece. The yellow bar then extends to the left edge of the piece, completing the identifier.

Note: The number of black and white stripes should be a minimum of 9 and a maximum of 12, but in the event that the collateral is less than 2” wide, the amount of stripes can be reduced to 6.



**Determining the size of identifier** (continued)

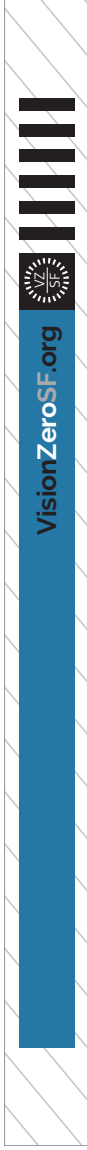




### Improper identifier usage

The following guidelines address the most common misuses (but not all), these rules apply to the Vision Zero SF identifier.

Do NOT replace the specified colors or typefaces of the identifier.



Do NOT alter the placement of the elements of the identifier.



Do NOT violate the identifier size guidelines.



Do NOT stretch or condense the identifier.



Proper identifier usage

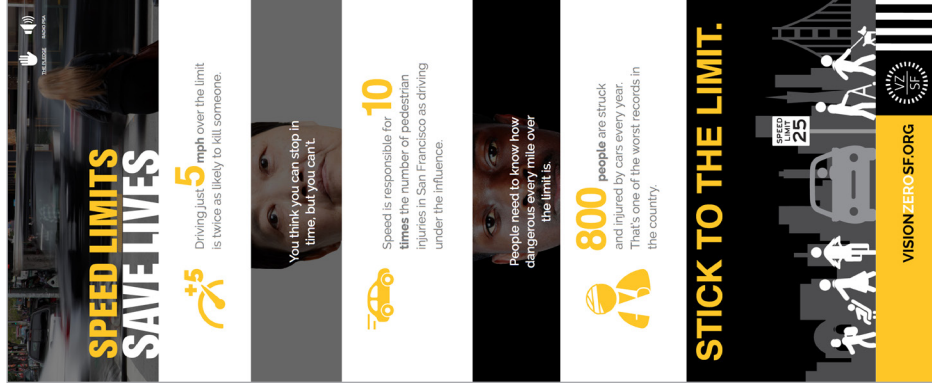
Transit display ad



Outreach card



Web page



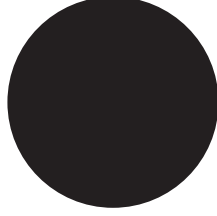


# STYLE

## COLOR PALETTE

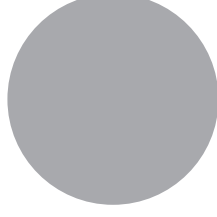
Beyond the logo and identifier, color is a highly recognizable aspect of our brand identity. Colors were selected that reflect the boldness of our streets. Using color appropriately is one of the easiest ways to make sure our materials reflect a cohesive brand story.

Vision Zero SF uses three primary colors for all graphic and communications media: Black, Vision Zero SF Gray (Pantone Cool Gray 6 C), Vision Zero SF Yellow (Pantone 130 C) and White. The four color process, RGB build and hex values are identified here.



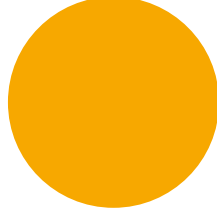
### Black

PMS Black C  
 CMYK: 63/62/59/94  
 RGB: 45/41/38  
 Hex: 2d2926



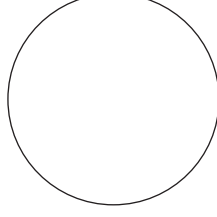
### Vision Zero SF Gray

PMS Cool Gray 6 C  
 CMYK: 16/11/11/27  
 RGB: 167/168/170  
 Hex: a7a8aa



### Vision Zero SF Yellow

PMS 130 C  
 CMYK: 0/32/100/0  
 RGB: 242/169/0  
 Hex: f2a900



### White

PMS White  
 CMYK: 0/0/0/0  
 RGB: 255/255/255  
 Hex: ffffff

## FONT

The primary font for all Vision Zero SF collateral is Raleway.

This font is versatile, professional and visually appealing, and is easy to read. The Raleway font family is approved for usage on Vision Zero SF signage, business cards, stationery, envelopes, other print assets, Vision Zero SF-branded applications.

In certain instances other fonts such as Veneer and Univers may be used with permission from the Vision Zero SF Communications Lead at [brand@visionzerosf.org](mailto:brand@visionzerosf.org).

### RALEWAY REGULAR

abcdefghijklmnopqrstuvwxy  
z  
ABCDEFGHIJKLMN  
OPQRSTUVWXYZ  
0123456789

### RALEWAY SEMIBOLD

abcdefghijklmnopqrstuvwxy  
z  
ABCDEFGHIJKLMN  
OPQRSTUVWXYZ  
0123456789

### RALEWAY BOLD

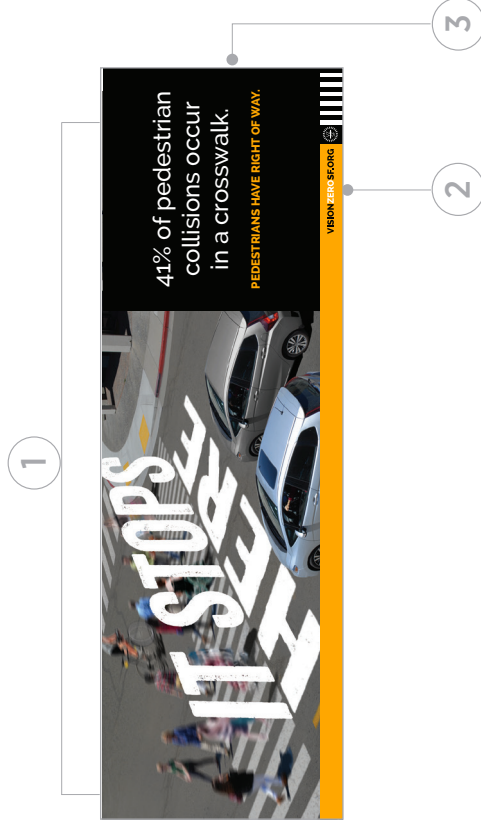
abcdefghijklmnopqrstuvwxy  
z  
ABCDEFGHIJKLMN  
OPQRSTUVWXYZ  
0123456789

### RALEWAY HEAVY

abcdefghijklmnopqrstuvwxy  
z  
ABCDEFGHIJKLMN  
OPQRSTUVWXYZ  
0123456789

## AD ELEMENTS

- 1 **Color:** Adhere to the Vision Zero SF color palette.
- 2 **Identifier:** Use the identifier on the bottom of all ads. The identifier includes the URL and Vision Zero SF logo which must appear at least once on all collateral.
- 3 **Font:** For ad messages/sub-headlines, use Raleway, the primary Vision Zero SF font. Custom campaign font treatments may be used for headlines with permission from the Vision Zero SF Communications Lead at [brand@visionzerosf.org](mailto:brand@visionzerosf.org).



## PHOTOGRAPHY

The primary impact of photos used in Vision Zero SF materials should convey the present time, and represent the people and places of the San Francisco Bay Area.

### Attributes and characteristics

The images chosen for most collateral should be in full color whenever possible. They should be professionally shot, or can be purchased stock images. The images should be creatively cropped so that they are visually appealing. Make the images as large as possible in relation to text.

### Permissions

Be sure you have permission to use photographs. Do not simply download photos from online sites unless the photographer has given you permission to use them.



Sample photo



Sample photo

## ILLUSTRATION

### Spot illustrations

Spot illustrations (graphic icons) may be used to impart a quick visual understanding of a section of text, or used for web buttons and text bullets.

The preferred Vision Zero SF illustration style is hip and intelligent and has clean lines with flat colors. The style of illustration should be simple, not overdrawn. Avoid typical clip art.



Sample spot illustration

### Photo illustrations

Sometimes neither a single photographic image nor a spot illustration can convey a certain message or feeling for a communication piece. Photo illustrations (multiple images put together in Photoshop) can achieve a high degree of interest, and offer a compelling and sometimes light-hearted feeling. This style can be a nice contrast to the often serious nature of other images. Use discretion when choosing this style; preferably when you would need an instantly eye-catching solution.



Sample photo illustration





# CO-BRANDING

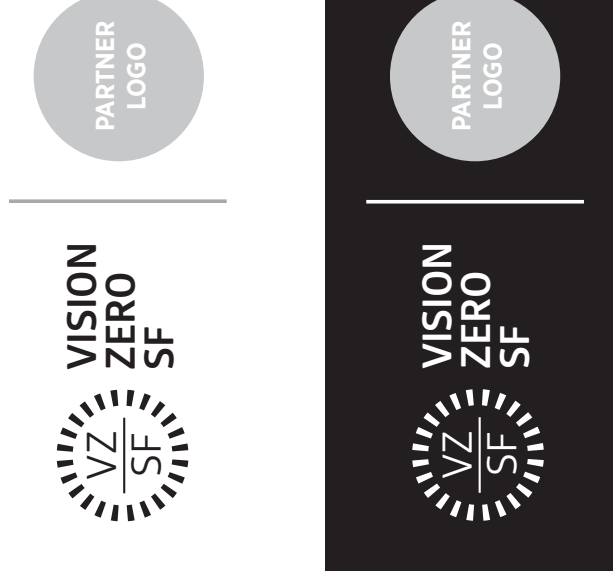
## CO-BRANDING WITH THE VISION ZERO SF LOGO

Other logos are used to highlight programs, policy work, etc. that is lead by a particular agency or entity.

Co-branding requires a prominent placement and a lead agency or entity logo accompany with the Vision Zero SF logo on all materials.

The lead agency logo should always be on the right and the Vision Zero SF logo should be approximately 75% the size of the agency/entity logo.

A gray (or white when against a dark background) "pipe" between the logos and extend slightly above and below the height of the logos.





**VISION  
ZERO  
SF**

**SFMTA Creative Services  
Creative.Services@SFMTA.com**

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Transportation Demand Management (TDM)/Parking Management (EP 43)**  
**Programming and Allocations to Date**

Pending May 22, 2018

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Citywide TDM</b>									
SFMTA	Citywide TDM Marketing <sup>3</sup>	CON	Programmed	\$0					\$0
SFMTA	Citywide TDM Marketing <sup>3</sup>	CON	Programmed				\$0		\$0
SFMTA	TDM Program Evaluation <sup>2,3</sup>	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Transportation Demand Management (TDM) Program Branding <sup>3</sup>	PLAN/ CER	Pending				\$154,200		\$154,200
SFMTA	TDM Program Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
SFMTA	TDM Program Evaluation	PLAN/ CER	Programmed					\$100,000	\$100,000
SFMTA	Comprehensive TDM Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Comprehensive TDM Program	CON	Deobligated	(\$69,354)					(\$69,354)
SFMTA	Comprehensive Residential and Employee TDM Program <sup>4</sup>	CON	Programmed		\$0				\$0
SFMTA	Business Relocation Transportation Demand Management (TDM) - Phase 1 <sup>4</sup>	PLAN/ CER	Pending				\$100,000		\$100,000
SFMTA	Business Relocation Transportation Demand Management (TDM) - Phase 2 <sup>4</sup>	PLAN/ CER	Pending				\$150,000		\$150,000
SFMTA	Business Relocation Transportation Demand Management (TDM) - Phase 3 <sup>4</sup>	PLAN/ CER	Pending				\$133,000		\$133,000

Agency	Project Name	Phase	Status	Fiscal Year						Total
				2014/15	2015/16	2016/17	2017/18	2018/19		
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed			\$317,000				\$317,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed				\$350,000			\$350,000
SFMTA	Comprehensive Residential and Employee TDM Program	CON	Programmed					\$350,000		\$350,000
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Allocated	\$77,546						\$77,546
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Allocated		\$79,872					\$79,872
SFE	Commuter Benefits Ordinance Employer Outreach	CON	Deobligated						(\$6,000)	(\$6,000)
Modal Plans										
SFCTA	San Francisco Bay Area Transit Core Capacity Study	PLAN/ CER	Appropriated	\$450,000						\$450,000
SFMTA	WalkFirst Data Refresh	PLAN/ CER	Programmed		\$200,000					\$200,000
Demand and Pricing Management										
SFCTA, SFMTA	Congestion/Trip Management Plan <sup>2</sup>	PLAN/ CER	Programmed		\$0					\$0
SFCTA	Lombard Crooked Street Congestion Management System Development [NTIP Capital] <sup>2</sup>	PLAN/ CER	Allocated			\$250,000				\$250,000
SFCTA	San Francisco BART Travel Incentive Program	CON	Allocated		\$45,800					\$45,800
SFCTA	San Francisco Freeway Corridor Management Study	PLAN/ CER	Appropriated	\$300,000						\$300,000
SFCTA	Freeway Corridor Management Study Pre-environmental	PA&ED	Appropriated				\$200,000			\$200,000
SFCTA	Treasure Island Mobility Management Program	PLAN/ CER	Appropriated	\$150,000						\$150,000
SFCTA	Treasure Island Mobility Management Program	PS&E	Appropriated		\$210,000					\$210,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Communities of Concern Access									
SFMTA, Any Eligible	NTIP Placeholder <sup>1</sup>	CON	Programmed		\$240,000				\$240,000
SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP]	CON	Allocated		\$60,000				\$60,000
SFCTA	Bayview Moves Van Sharing Pilot	CON	Allocated		\$54,225				\$54,225
<b>Total Programmed in 5YPP</b>				\$1,008,192	\$889,897	\$667,000	\$1,081,200	\$450,000	\$4,096,289

<b>Total Allocated and Pending in 5YPP</b>				\$1,077,546	\$449,897	\$250,000	\$737,200	\$0	\$2,514,643
<b>Total Deobligated in 5YPP</b>				(\$69,354)	\$0	\$0	(\$6,000)	\$0	(\$75,354)
<b>Total Unallocated in 5YPP</b>				\$0	\$440,000	\$417,000	\$350,000	\$450,000	\$1,657,000

<b>Total Programmed in 2014 Strategic Plan</b>				\$1,331,771	\$1,339,872	\$650,000	\$400,000	\$450,000	\$4,171,643
<b>Deobligated from Prior 5YPP Cycles **</b>				\$22,396					\$22,396
<b>Cumulative Remaining Programming Capacity</b>				\$345,976	\$795,951	\$778,951	\$97,751	\$97,751	\$75,354

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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

**Footnotes**

- <sup>1</sup> NTIP Placeholder funds from Fiscal Year 2015/16 (\$60,000) were allocated to Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP].
- <sup>2</sup> 5YPP Amendment to accommodate appropriation for Lombard Crooked Street Congestion Management System Development [NTIP Capital] (Resolution 17-052, 5.23.2017):  
  - Congestion/Trip Management Plan: Reduced placeholder from \$154,200 to \$0;
  - TDM Program Evaluation: Reduced placeholder from \$100,000 to \$4,200. After this amendment over \$200,000 remains in the 5YPP period for evaluation of TDM projects;
  - \$200,000 of the funds from Congestion/Trip Management Plan and TDM Program Evaluation are considered NTIP Capital funds.
- <sup>3</sup> 5YPP Amendment to fully fund Transportation Demand Management (TDM) Program Branding (Resolution XX-XX)  
  - Lombard Crooked Street Congestion Management System Development [NTIP Capital]: Added project with \$250,000 in Fiscal Year 2016/17 for Planning.
  - Citywide TDM Marketing: Reduced from \$100,000 to \$0 in Fiscal Year 2014/15
  - Citywide TDM Marketing: Reduced from \$50,000 to \$0 in Fiscal Year 2017/18
  - TDM Program Evaluation: Reduced from \$4,200 to \$0 in Fiscal Year 2014/15
  - Transportation Demand Management (TDM) Program Branding: New project added with \$154,200 in Fiscal Year 2017/18 for planning.
- <sup>4</sup> 5YPP Amendment to fully fund Business Relocation Transportation Demand Management (TDM) (Resolution XX-XX)  
  - Comprehensive Residential and Employee TDM Program: Reduced from \$350,000 to \$0 in Fiscal Year 2015/16 and from \$350,000 to \$317,000 in Fiscal Year 2016/17
  - Business Relocation Transportation Demand Management (TDM) - Phase 1: New project added with \$100,000 in Fiscal Year 2017/18 for planning.
  - Business Relocation Transportation Demand Management (TDM) - Phase 2: New project added with \$150,000 in Fiscal Year 2017/18 for planning.
  - Business Relocation Transportation Demand Management (TDM) - Phase 3: New project added with \$133,000 in Fiscal Year 2017/18 for planning.

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**Transportation Demand Management (TDM)/Parking Management (EP 43)**  
**Cash Flow (\$) Maximum Annual Reimbursement**

Pending May 22, 2018

Project Name	Phase	Fiscal Year									Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
<b>Citywide TDM</b>											
Citywide TDM Marketing3	CON	\$0	\$0								\$0
Citywide TDM Marketing3	CON				\$0						\$0
TDM Program Evaluation2,3	PLAN/ CER	\$0	\$0								\$0
Transportation Demand Management (TDM) Program Branding3	PLAN/ CER					\$50,000			\$54,200	\$50,000	\$154,200
TDM Program Evaluation	PLAN/ CER			\$50,000							\$100,000
TDM Program Evaluation	PLAN/ CER					\$50,000			\$50,000		\$100,000
Comprehensive TDM Program	CON	\$0	\$100,000								\$100,000
Comprehensive TDM Program	CON		(\$69,354)								(\$69,354)
Comprehensive Residential and Employee TDM Program4	CON		\$0								\$0
Business Relocation Transportation Demand Management (TDM) - Phase 14	PLAN/ CER							\$100,000			\$100,000
Business Relocation Transportation Demand Management (TDM) - Phase 24	PLAN/ CER							\$75,000	\$75,000		\$150,000
Business Relocation Transportation Demand Management (TDM) - Phase 34	PLAN/ CER								\$133,000		\$133,000



Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	
Comprehensive Residential and Employee TDM Program	CON			\$317,000					\$317,000
Comprehensive Residential and Employee TDM Program	CON				\$350,000				\$350,000
Comprehensive Residential and Employee TDM Program	CON					\$350,000			\$350,000
Commuter Benefits Ordinance Employer Outreach	CON	\$77,546							\$77,546
Commuter Benefits Ordinance Employer Outreach	CON		\$59,904	\$19,968					\$79,872
Commuter Benefits Ordinance Employer Outreach	CON				(\$6,000)				(\$6,000)
Modal Plans									
San Francisco Bay Area Transit Core Capacity Study	PLAN/ CER	\$315,000	\$135,000						\$450,000
WalkFirst Data Refresh	PLAN/ CER		\$200,000						\$200,000
Demand and Pricing Management									
Congestion/Trip Management Plan 2	PLAN/ CER		\$0	\$0					\$0
Lombard Crooked Street Congestion Management System Development [NIP Capital] 2	PLAN/ CER				\$250,000				\$250,000
San Francisco BART Travel Incentive Program	CON		15,572	15,114	15,114				\$45,800
San Francisco Freeway Corridor Management Study	PLAN/ CER	\$75,000	\$125,000	\$100,000					\$300,000
Freeway Corridor Management Study Pre-environmental	PA&ED				\$100,000	\$100,000			\$200,000
Treasure Island Mobility Management Program	PLAN/ CER	\$150,000							\$150,000
Treasure Island Mobility Management Program	PS&E		\$105,000	\$105,000					\$210,000

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	
<b>Communities of Concern Access</b>									
N TIP Placeholder 1	CON		\$90,000	\$150,000					\$240,000
Potrero Hill Pedestrian Safety and Transit Stop Improvements [N TIP] 1	CON		\$60,000						\$60,000
Bayview Moves Van Sharing Pilot	CON		\$27,113	\$27,112					\$54,225
<b>Total Cash Flow in 5YPP</b>		\$617,546	\$848,235	\$784,194	\$759,114	\$725,000	\$312,200	\$50,000	\$4,096,289
<b>Total Cash Flow Allocated</b>		\$617,546	\$627,589	\$267,194	\$365,114	\$325,000	\$262,200	\$50,000	\$2,514,643
<b>Total Cash Flow Deobligated</b>		\$0	(\$69,354)	\$0	(\$6,000)	\$0	\$0	\$0	(\$75,354)
<b>Total Cash Flow Unallocated</b>		\$0	\$290,000	\$517,000	\$400,000	\$400,000	\$50,000	\$0	\$1,657,000
<b>Total Cash Flow in 2014 Strategic Plan</b>		\$871,771	\$1,344,872	\$955,000	\$550,000	\$400,000	\$50,000		\$4,171,643
<b>Deobligated from Prior 5YPP Cycles **</b>		\$22,396							\$22,396
<b>Cumulative Remaining Cash Flow Capacity</b>		\$276,621	\$773,259	\$944,065	\$734,951	\$409,951	\$147,751	\$97,751	\$75,355
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

Project Name	Phase	Fiscal Year							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	



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RESOLUTION ADOPTING THE VISION ZERO RAMP INTERSECTION STUDY PHASE 1  
[NTIP PLANNING] FINAL REPORT

WHEREAS, The Vision Zero Ramp Intersection Study Phase 1 was recommended by Commissioner Kim for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, Phase 1 of the Vision Zero Ramp Intersection Study sought to improve safety for all modes of transportation at freeway ramp intersections in and around the SoMa Youth and Family Special Use District (SUD), an area characterized by high concentrations of senior centers, single-room occupancy hostels, and schools.; and

WHEREAS, The purpose of the study was to develop proposed near-term safety improvements at five freeway ramp intersections in and around the SUD, with the goal of reducing collisions and associated traffic fatalities; and

WHEREAS, The planning effort was led by the Transportation Authority in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and Commissioner Kim's office; and

WHEREAS, The study recommends a set of low-cost, near-term improvements at each of the five intersections; and

WHEREAS, The study recommendations are based on an analysis of collision histories at the study intersections, a toolbox of best practice near-term design treatments, and input from community stakeholders; and

WHEREAS, The SFMTA plans to incorporate study recommendations at all five of the intersections into its draft Capital Improvement Program for Fiscal Years 2019 to 2023; and

WHEREAS, The recommended upgrades could be implemented in approximately three to five years, pending the SFMTA Capital Improvement Program and Caltrans approvals; and



WHEREAS, At its April 25, 2018 meeting, the Citizens Advisory Committee was briefed on the Phase 1 Final Report and unanimously adopted a motion of support for its adoption; and

RESOLVED, That the Transportation Authority hereby adopts the enclosed Vision Zero Ramp Intersection Study Phase 1 Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. Vision Zero Ramp Intersection Study Phase 1 Final Report



# Memorandum

**Date:** April 16, 2018  
**To:** Transportation Authority Board  
**From:** Jeff Hobson – Deputy Director for Planning  
**Subject:** 05/08/18 Board Meeting: Adoption of the Vision Zero Ramp Intersection Study Phase 1 [NTIP Planning] Final Report

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt the Vision Zero Ramp Intersection Study Phase 1 Final Report</p> <p><b>SUMMARY</b></p> <p>The first phase of the Vision Zero Ramp Intersection Study addresses safety issues at five intersections in and around the South of Market (SoMa) Youth and Family Special Use District (SUD). The study, recommended by Commissioner Kim, was funded in part with \$100,000 in Prop K sales tax funds from the Neighborhood Transportation Improvement Program (NTIP). The project team recommended low-cost, near-term improvements such as sidewalk extensions (bulb-outs), signal upgrades, opening of new crosswalks, and new wayfinding signage. The project team presented the draft concept plans to advocacy groups, neighborhood groups, and other stakeholders near the study locations to solicit their feedback. The Transportation Authority worked with the San Francisco Municipal Transportation Agency (SFMTA) to develop cost estimates and identify funding and implementation next steps.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## DISCUSSION

### Background.

The Transportation Authority’s NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

Phase 1 of the Vision Zero Ramp Intersection Study seeks to improve safety for all modes of transportation at freeway ramp intersections in and around the SoMa Youth and Family Special Use District (SUD), an area characterized by high concentrations of senior centers, single-room occupancy hostels, and schools. The purpose of the Study is to develop proposed near-term safety improvements at five freeway ramp intersections within the SUD, with the goal of reducing collisions and associated traffic fatalities.

**Phase 1 Study Methodology.**

The project team worked closely with the SFMTA to select study intersections, evaluate collision patterns at each, and propose improvements to address identified issues.

To select five study intersections, the project team identified the ramp intersections in and around the SoMa Youth and Family SUD with the highest numbers of injuries and fatalities from 2008 to 2014. The project team then screened the intersections to determine if they were already being studied, analyzed, or improved as part of other projects. Based on these two criteria, the selected five ramp intersections are:

- I-80 westbound off-ramp at 5th/Harrison Streets;
- I-80 eastbound on-ramp at 5th/Bryant Streets;
- US-101 southbound on-ramp at 10th/Bryant Streets;
- US-101 northbound off-ramp at 9th/Bryant Streets; and
- I-80 westbound off-ramp at 8th Street.

At each intersection, the study team analyzed collisions that occurred from 2011 to 2015 to identify the most common causes and conflict points. Issues identified included; traffic signal visibility, pedestrian and bicycle visibility and infrastructure, vehicle weaving, high-speed turning movements, and closed pedestrian crossings at some intersections. The project team developed a toolbox of proven short-term design treatments that could be applied to address observed collision types at the study intersections.

**Design Recommendations.**

The study team developed the design recommendations to address the collision patterns observed at each intersection. Recommendation include (see Attachment 1 for details):

- Sidewalk extensions (bulb-outs) to reduce turning speeds and shorten pedestrian crossings;
- Street lighting to improve visibility;
- Signal upgrades to improve visibility, add exclusive turn phases where needed, and add leading pedestrian intervals;
- Opening new crosswalks where they are currently missing;
- New wayfinding signage to reduce confusion and weaving; and
- Consideration of lane striping changes, including a potential off-ramp lane reduction at 8<sup>th</sup> and Harrison Streets and/or elimination of a tow-away double left turn lane at 10<sup>th</sup> and Bryant Streets.

**Stakeholder Outreach.**

The project team presented initial improvement plans to advocacy groups, neighborhood groups, and other stakeholders near the study intersections to solicit their feedback. The team worked with the District 6 Commissioner's office to identify key stakeholders in the area and the Commissioner convened many of the stakeholders at a Vision Zero District 6 Community Meeting. Through presentations at the District 6 meeting, at the Vision Zero Task Force, and to individual stakeholder groups, the team heard input from a variety of community groups including those, such as United Playaz, the West Bay Pilipino Center, the Central City SRO Collaborative, that represent traditionally underserved communities. The stakeholders expressed strong interest in improving freeway ramp safety, particularly for pedestrians and bicyclists. Community groups generally supported the proposed



## Agenda Item 8

improvements and provided additional enhancement ideas, such as additional bulb-outs and landscaping. The project team revised the project cost estimates to allow the SFMTA to incorporate these or other enhancement ideas in the design phase.

In addition, many stakeholders provided more general suggestions for improving the pedestrian and bicyclist experience throughout SoMa that fell outside the scope of this study, such as improving pedestrian conditions, transit stop amenities, and traffic congestion issues. While some of these issues could be addressed with physical improvements outside the five intersections studied, others would require additional resources be dedicated to education and/or enforcement activities. We will continue to coordinate with SFMTA Vision Zero program staff working on these approaches, including through the second phase of the Vision Zero Ramp Intersection Study, currently underway.

### **Next Steps: Funding and Implementation.**

The planning-level cost estimate for further planning, design, and construction of the improvements at all five intersections is approximately \$4.4 million. The SFMTA will lead design and construction of the proposed improvements. The next steps will include completing design of the recommended improvements, seeking approval from Caltrans (encroachment permits), and completing the SFMTA's legislative process. These upgrades could be implemented in approximately three to five years, pending the SFMTA Capital Improvement Program and Caltrans approvals.

The SFMTA plans to incorporate recommendations at all five of the study intersections into larger corridor improvement projects or as part of its traffic signal upgrades program. The SFMTA is including the improvements proposed at the intersections of 5th and Harrison streets and at 5th and Bryant streets in its 5th Street Improvement Project, with construction of near-term elements slated to begin in 2018 and longer-term treatments to follow in 2019. The SFMTA included the recommendations at the other three ramp intersections in its draft Capital Improvement Program update for fiscal years 2019 to 2023. The Capital Improvement Program will be finalized upon approval by the SFMTA Board, expected in July 2018.

The project team identified multiple potential funding sources to design and implement of the recommended improvements. Potential funding sources include Prop K sales tax, Prop A General Obligation Bond, Prop B general fund set-aside, and Interagency Plan Implementation Committee impact fees. In addition, the projects would likely be competitive for several other discretionary state and regional grant programs that local sources could leverage including state Active Transportation Program or Highway Safety Improvement Program funds.

### **FINANCIAL IMPACT**

None. The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

### **CAC POSITION**

The CAC was briefed on this item at its April 25, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

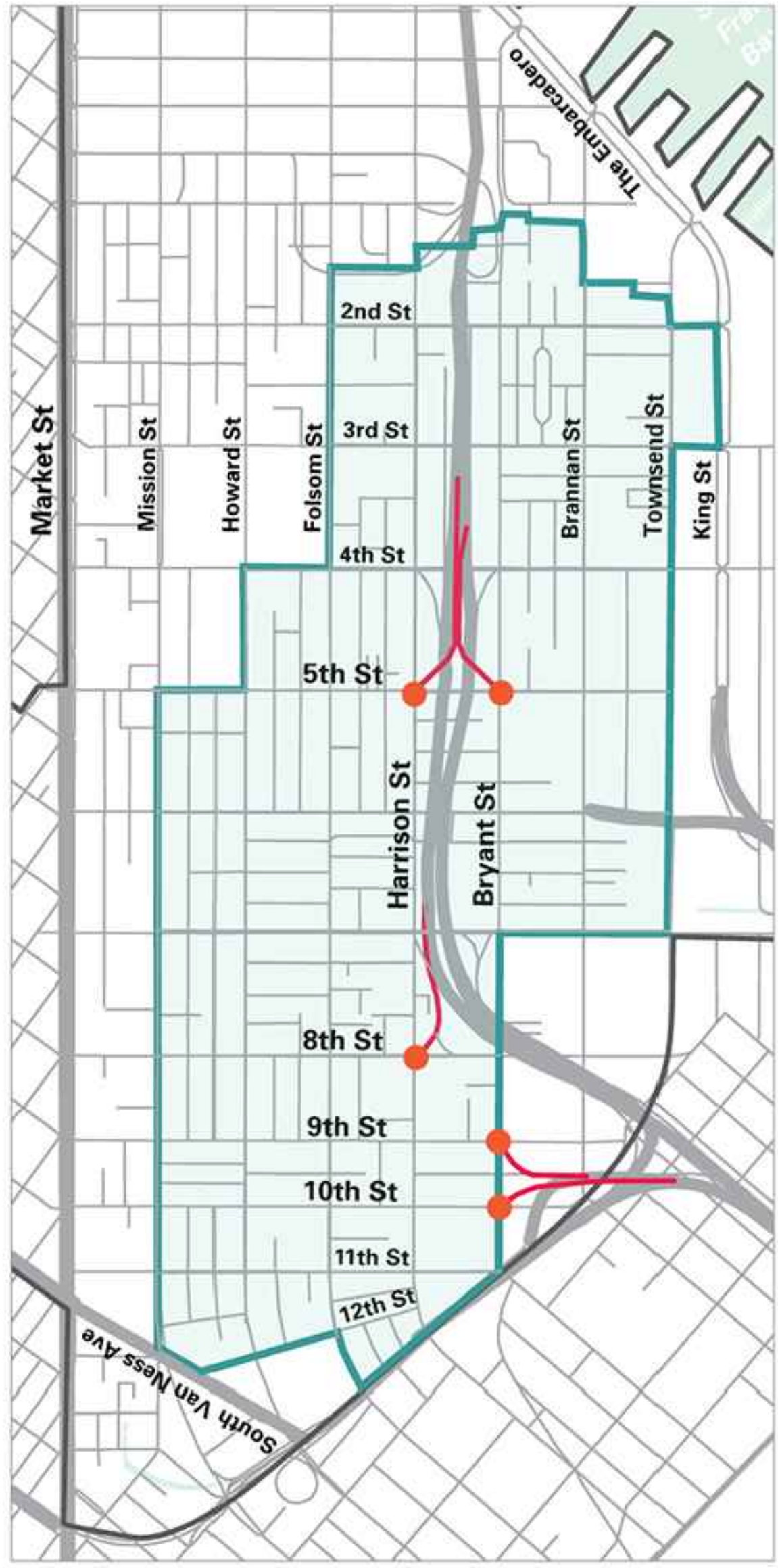
### **SUPPLEMENTAL MATERIALS**

Attachment 1- Recommended Improvement Concept Plans

Enclosure – Vision Zero Ramp Intersection Study Phase 1 Final Report

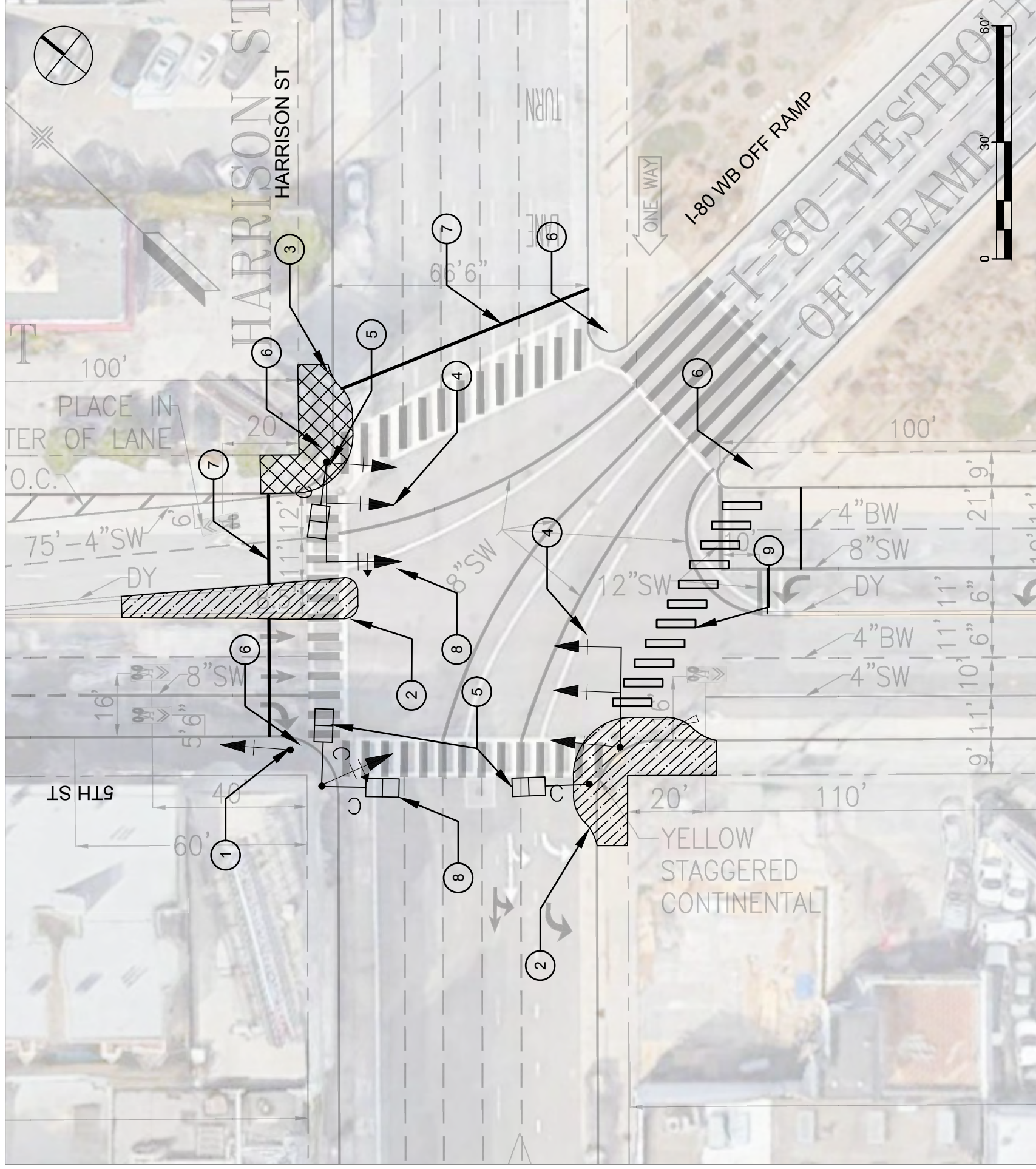
# VISION ZERO SF

## RAMP INTERSECTION IMPROVEMENT CONCEPTS

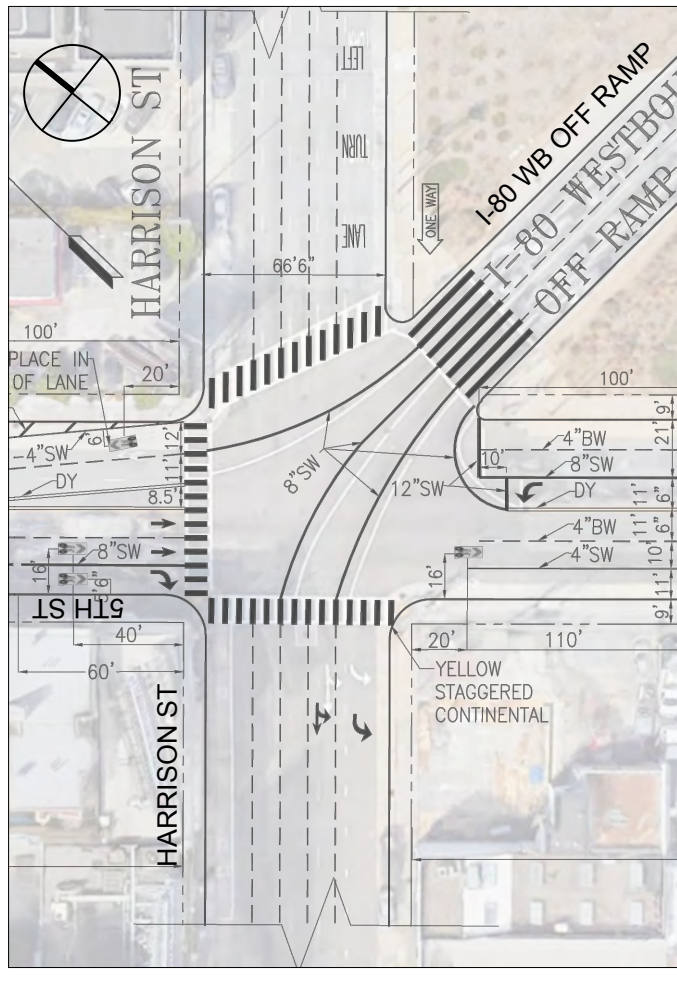


District 6 boundary
  SoMa Youth and Family Zone
  Project study ramps





**HARRISON STREET / 5TH STREET**

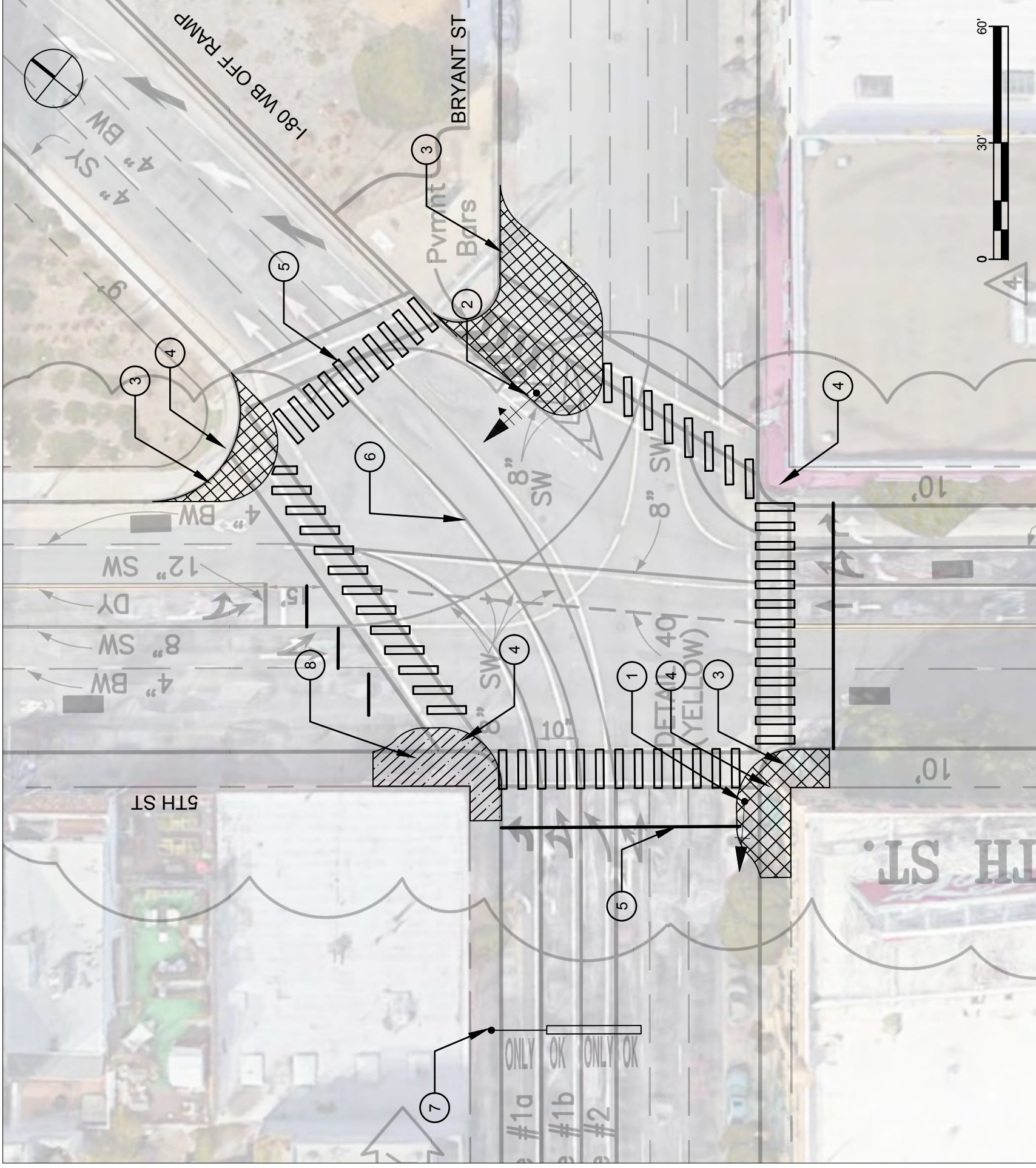


EXISTING CONDITIONS

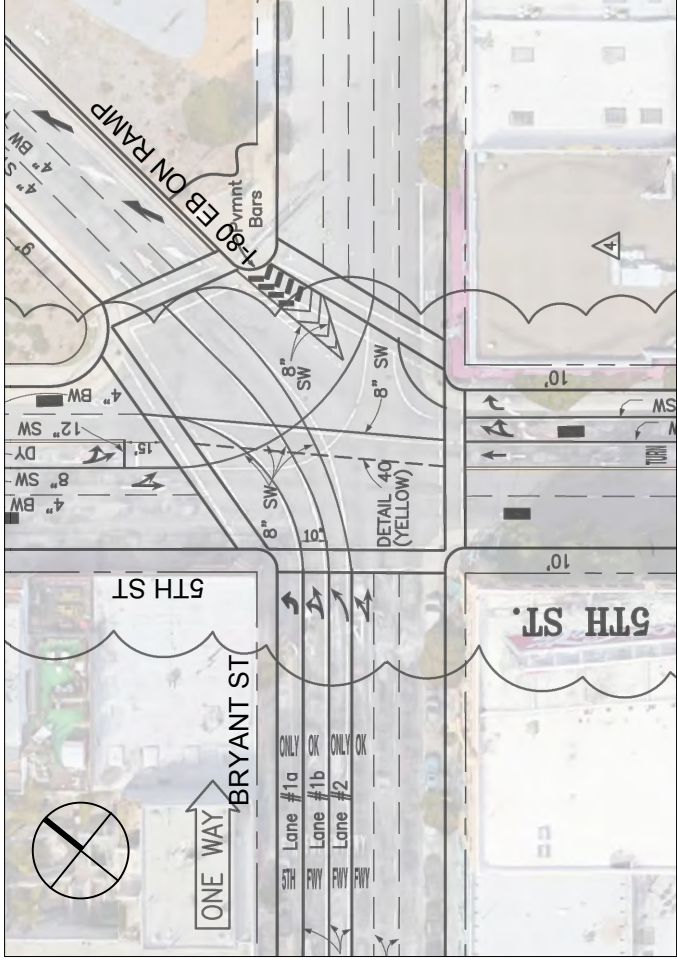
**IMPROVEMENT CONCEPTS:**

- ① INSTALL NEARSIDE TRAFFIC SIGNAL
- ② CONSIDER TEMPORARY INSTALLATION OF BULB AND MEDIAN UNTIL 5TH STREET STREETSCAPE PROJECT PLANNING IS FINALIZED
- ③ INSTALL PEDESTRIAN BULB
- ④ INSTALL TRAFFIC SIGNAL MAST ARM POLE
- ⑤ PROVIDE LEADING PEDESTRIAN INTERVAL PHASING
- ⑥ UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
- ⑦ INSTALL STOP BAR SET BACK FROM CROSSWALK
- ⑧ CONSIDER PROVIDING LAGGING OR PROTECTED LEFT TURN VEHICULAR PHASE
- ⑨ INSTALL PEDESTRIAN CROSSING WITH EXCLUSIVE SIGNAL PHASE
- ⑩ CONSIDER IMPROVED STREET LIGHTING AT THE INTERSECTION
- ⑪ CONSIDER POTENTIAL FUTURE BIKE NETWORK IMPROVEMENTS ON 5TH STREET DURING NEXT STAGE OF DESIGN

\*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL



BRYANT STREET / 5TH STREET

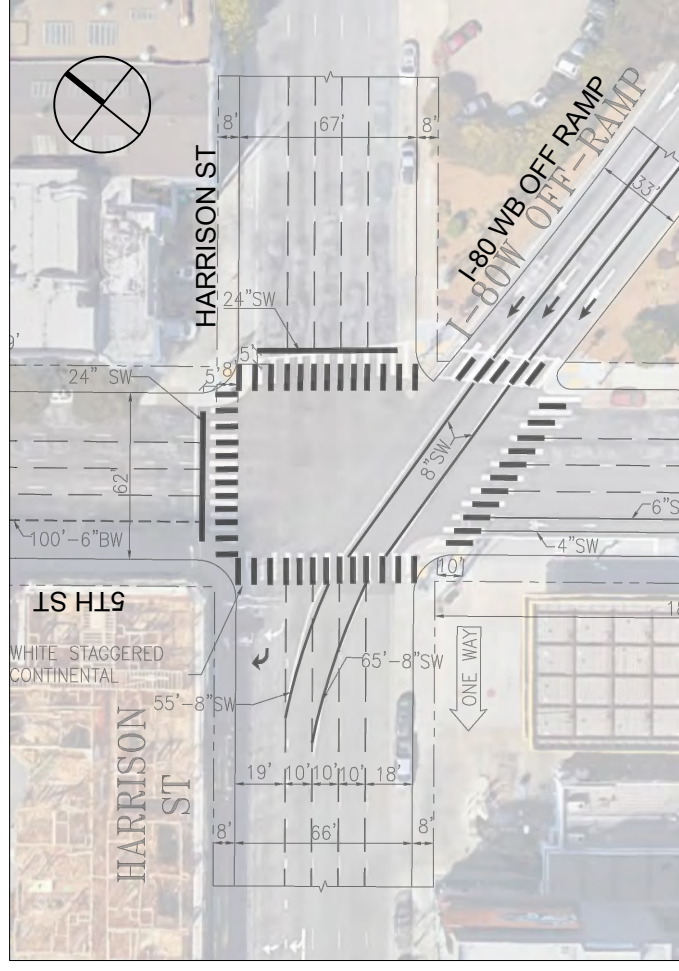


EXISTING CONDITIONS

**IMPROVEMENT CONCEPTS:::**

- ① INSTALL NEARSIDE TRAFFIC SIGNAL
- ② INSTALL FARSIDE TRAFFIC SIGNAL. CONSIDER PROVISION OF PROTECTED PHASING.
- ③ INSTALL PEDESTRIAN BULB
- ④ UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
- ⑤ INSTALL HIGH-VISIBILITY STAGGERED CROSSWALK MARKINGS AND STOP BARS
- ⑥ REFRESH PAVEMENT MARKINGS AND LANE DELINEATOR LINES
- ⑦ INSTALL CANTILEVERED OVERHEAD SIGN TO DESIGNATE LANE ASSIGNMENTS
- ⑧ CONSIDER TEMPORARY INSTALLATION OF BULB UNTIL 5TH STREET STREETSCAPE PROJECT PLANNING IS FINALIZED
- ⑨ CONSIDER POTENTIAL FUTURE BIKE NETWORK IMPROVEMENTS ON 5TH STREET DURING NEXT STAGE OF DESIGN

\*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL

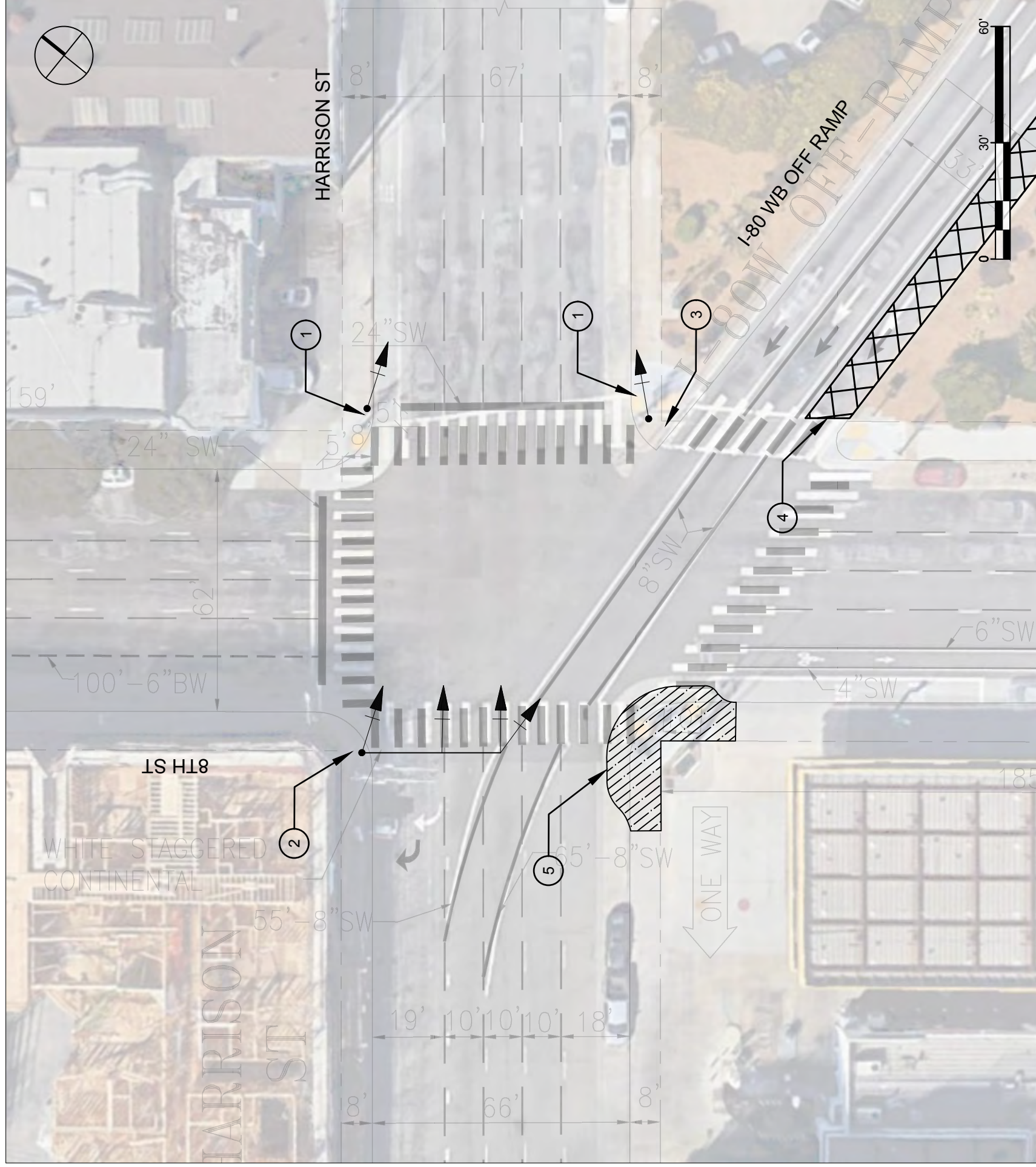


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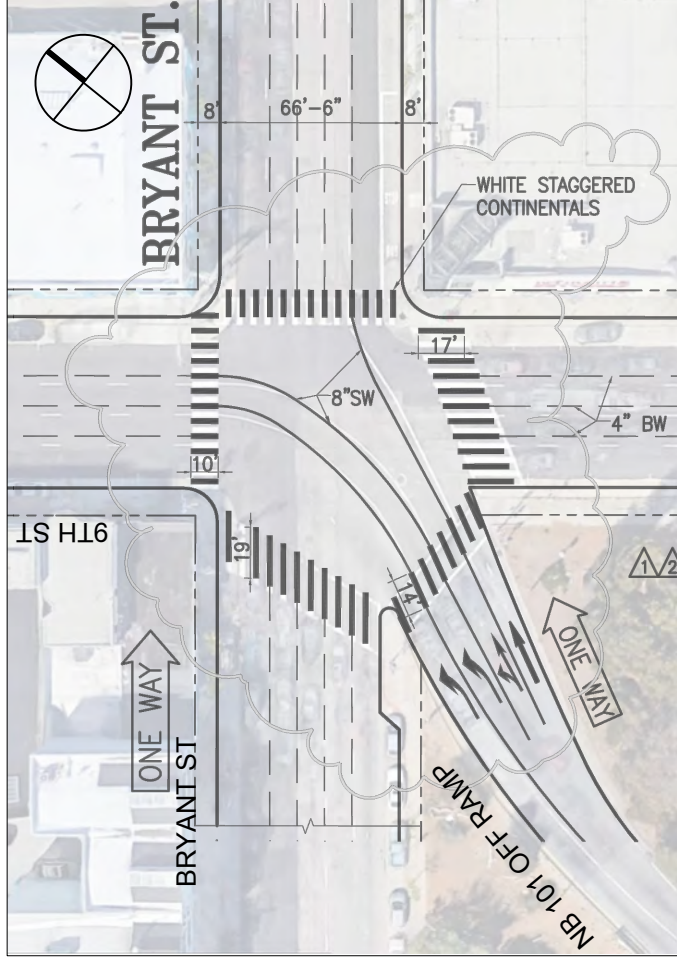
**IMPROVEMENT CONCEPTS:**

- ① INSTALL NEARSIDE TRAFFIC SIGNAL
- ② INSTALL TRAFFIC SIGNAL MAST ARM POLE
- ③ UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
- ④ CONSIDER OFF-RAMP STRIPING CHANGE PENDING ON ADDITIONAL TRAFFIC ANALYSIS AND CALTRANS REVIEW
- ⑤ CONSIDER POTENTIAL INSTALLATION OF A PEDESTRIAN BULB PENDING OFF-RAMP STRIPING CHANGE

\*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL



HARRISON STREET / 8TH STREET

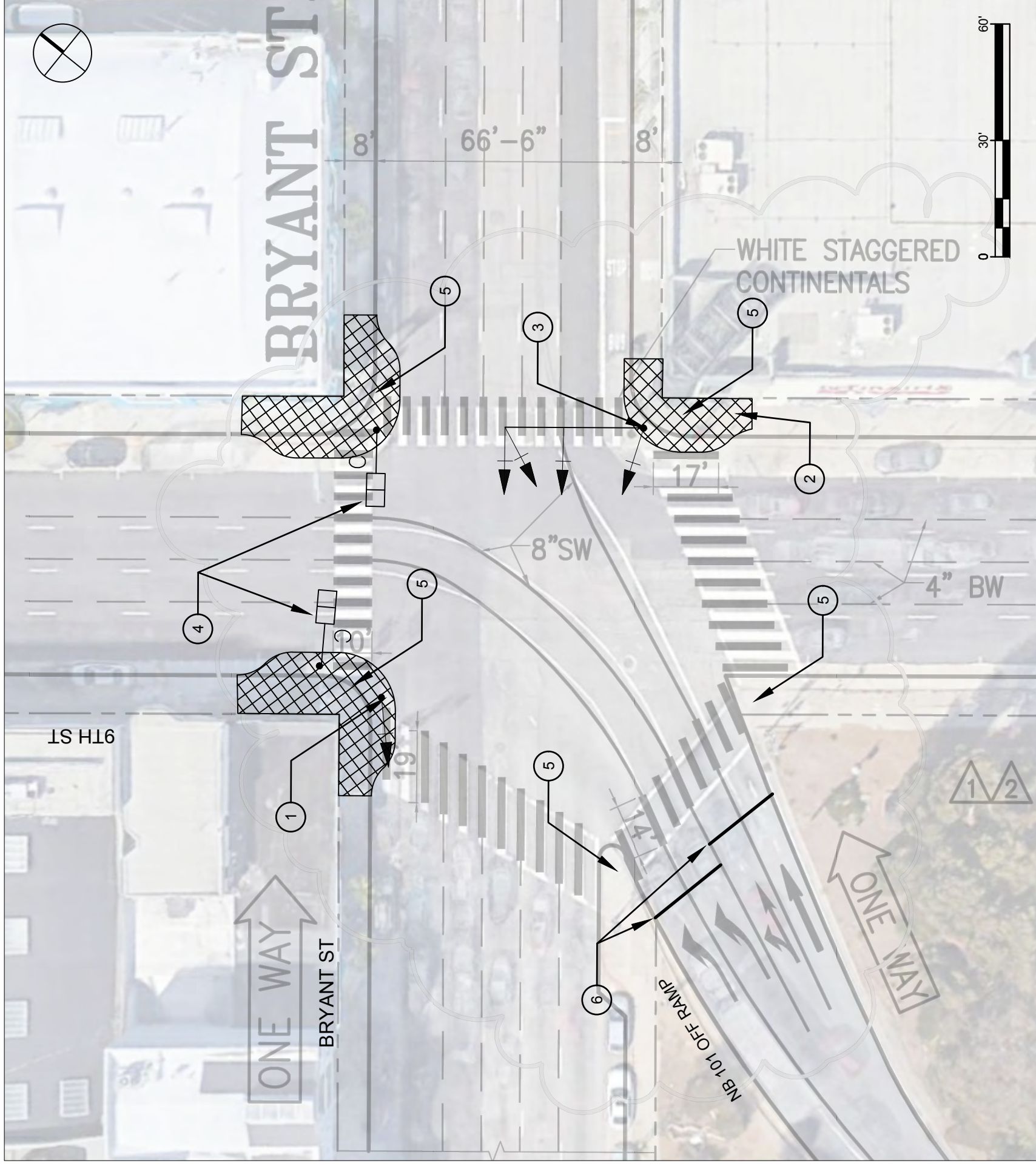


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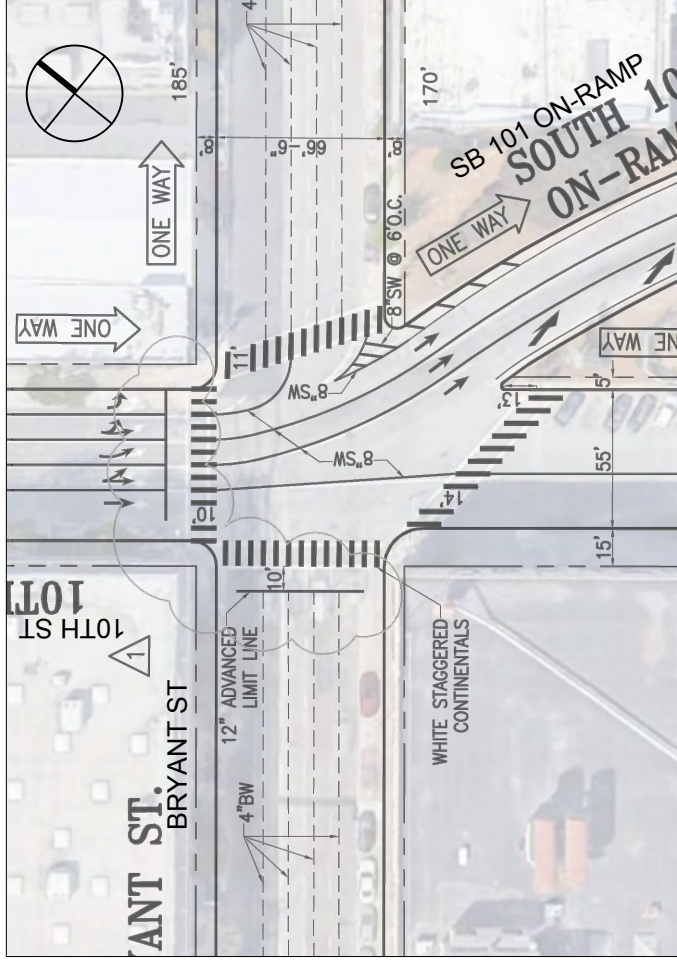
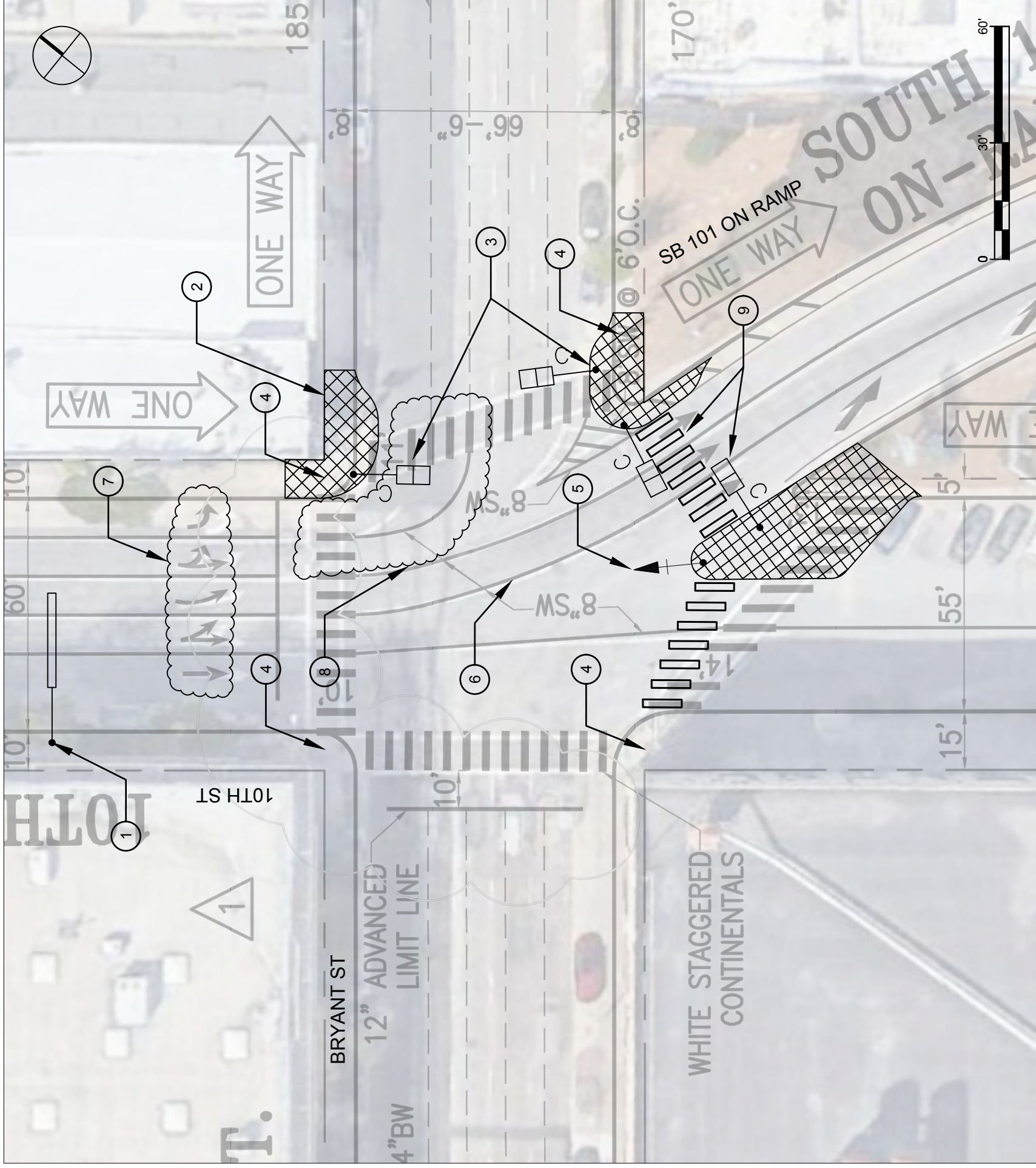
**IMPROVEMENT CONCEPTS:**

- ① INSTALL NEARSIDE TRAFFIC SIGNAL
- ② INSTALL PEDESTRIAN BULB
- ③ INSTALL TRAFFIC SIGNAL MAST ARM POLE
- ④ PROVIDE LEADING PEDESTRIAN INTERVAL PHASING
- ⑤ UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
- ⑥ INSTALL STOP BAR

\*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL



BRYANT STREET / 9TH STREET



EXISTING CONDITIONS

**IMPROVEMENT CONCEPTS:**

- ① INSTALL CANTILEVERED OVERHEAD SIGN TO DESIGNATE LANE ASSIGNMENTS
- ② INSTALL PEDESTRIAN BULB
- ③ PROVIDE LEADING PEDESTRIAN INTERVAL PHASE
- ④ UPGRADE 8" TRAFFIC SIGNAL HEADS TO 12"
- ⑤ INSTALL FARSIDE TRAFFIC SIGNAL
- ⑥ REFRESH PAVEMENT MARKINGS AND LANE DELINEATOR LINES
- ⑦ CONSIDER ALTERNATIVE LANE ARRANGEMENTS (E.G., TOW-AWAY LANE CLOSURE, TWO-STAGE BIKE BOX)
- ⑧ CONSIDER RESTRIPING CHANNELIZING LINES
- ⑨ INSTALL HIGH-VISIBILITY STAGGERED CROSSWALK MARKINGS AND NEW PEDESTRIAN SIGNALS

**BRYANT STREET / 10TH STREET**

\*ALL PHYSICAL IMPROVEMENTS WILL REQUIRE CALTRANS APPROVAL

\*All physical improvements will require Caltrans approval

## **Contact Us**

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**[www.sfcta.org/NTIP-vision-zero-ramp-intersection-study](http://www.sfcta.org/NTIP-vision-zero-ramp-intersection-study)**



## RESOLUTION ADOPTING THE 2019 PROP K STRATEGIC PLAN BASELINE

WHEREAS, In November 2003, San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan; and

WHEREAS, The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic (i.e. non-project specific) categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds, but does not detail specific projects for funding in programmatic categories, nor does it specify in which years of the 30-year program projects will receive funds; and

WHEREAS, The Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and for each of the 21 programmatic categories, development of a 5-Year Prioritization Program (5YPP) as a prerequisite for allocation of funds; and

WHEREAS, The Prop K Strategic Plan is the financial tool that reconciles the timing of expected Prop K revenues with the schedule for when project sponsors need those revenues to deliver projects, and sets policy for the administration of the program to ensure prudent stewardship of funds; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5YPPs in 2005 and adopted updates of these documents in 2010 and 2015; and

WHEREAS, In April 2018, the Transportation Authority Board adopted the approach and schedule for the 2019 Prop K Strategic Plan and 5YPP update; and

WHEREAS, The 2019 Prop K Strategic Plan Baseline (Baseline) includes non-substantive revisions to the Strategic Plan policies (Attachment 1), which provide guidance to Transportation Authority staff and project sponsors to support efficient, day-to-day administration of the program; and



WHEREAS, The Baseline updates actual sales tax revenues received to date as well as the revenue forecast through the end of the 30-year Expenditure Plan period in Fiscal Year 2033/34 (Attachment 4); and

WHEREAS, The Baseline also incorporates actual expenditures, including financing costs, updated Strategic Plan model assumptions such as interest costs related to debt issuance, capital reserve needs, and expected project cash flows (reimbursement schedules) for allocations with large remaining unexpended balances; and

WHEREAS, The Baseline incorporates any programming and cash flow changes for paratransit operations and the Prop K major capital projects - Central Subway, Caltrain Modernization Program, Presidio Parkway (formerly known as the Doyle Drive Replacement Project) and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal (renamed the Salesforce Transit Center), which have no 5YPP requirement; and

WHEREAS, The Baseline proposes an increase in the annual amount of funds in the Paratransit category to continue recent funding levels of about \$10.2 million through Fiscal Year 2024/25, and an additional \$650,000 spread out over three years for the San Francisco Municipal Transportation Agency's (SFMTA's) Shopper Shuttle and Ramp Taxi Incentive programs, which are part of the Transportation Authority's Lifeline Transportation Program Cycle 5 recommendations; and

WHEREAS, The Baseline includes project updates for the major capital projects in Attachment 7; and

WHEREAS, The only major capital project with funds remaining to be allocated is the Caltrain Downtown Extension, which per Board-adopted policy currently has the remaining funds held in reserve for construction; and

WHEREAS, Given the recent completion/near completion of several studies such as the

Tunnel Options Study and the fact that the City is moving toward consensus on how to proceed with the Downtown Extension, Transportation Authority and Transbay Joint Powers Authority staff are coordinating on a proposal to request amendment of the Strategic Plan Baseline this summer to provide funds for advancing design of the Downtown Extension toward 30%, conducting value engineering and enabling associated project delivery oversight and support; and

WHEREAS, Attachments 6, 8 and 9 show the total funds available for each category over the 30-year life of the Expenditure Plan, remaining planned allocations, expected cash flow (reimbursement) schedules, and for categories where the sponsors have requested advancement of funds, associated financing costs through Fiscal Year 2033/34; and

WHEREAS, For the programmatic categories, adoption of the Strategic Plan Baseline supports development of the 2019 5YPP updates by establishing the amount of funds available for programming in the various Expenditure Plan categories; and

WHEREAS, Staff anticipates bringing the 2019 5YPPs and the final 2019 Strategic Plan to the Board for approval in late Fall 2018; and

WHEREAS, At its April 24, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its May 8, 2018 meeting, the Board reviewed the subject request and unanimously recommended approval of the staff recommendation on its first reading; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2019 Prop K Strategic Plan Baseline.



Enclosure 1:

Attachment 1 – Draft 2019 Prop K Strategic Plan Policies

Attachment 2 – Prop K Expenditure Plan Summary

Attachment 3 – Prop K Expenditure Plan Line Items

Attachment 4 – Prop K Sales Tax Revenue Forecast

Attachment 5 – Available Funds and Priority 1 Funding Level Comparison (2003 \$\$)

Attachment 6 – Available Funds by Expenditure Plan Line Item (YOE \$\$)

Attachment 7 – Major Capital Projects Update

Attachment 8 – Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$\$)

Attachment 9 – Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$\$)

# Memorandum

**Date:** April 19, 2018  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 05/8/18 Board Meeting: Adopt the 2019 Prop K Strategic Plan Baseline

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Adopt the 2019 Prop K Strategic Plan Baseline.</li> </ul> <p><b>SUMMARY</b></p> <p>At its April 10, 2018 meeting, the Transportation Authority Board recommended approval of the overall approach to the 2019 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) update. One of the first steps is to establish a Strategic Plan Baseline to determine how much Prop K revenue will be available for projects through the end of the Expenditure Plan in 2034. To that end, the baseline incorporates actual revenues and expenditures including financing costs since the 2014 Strategic Plan update through Fiscal Year 2016/17, updated revenue projections through 2034, and updated debt assumptions based on our first bond issuance in 2017 and the revolving credit facility. The baseline also includes updated Prop K policies and updates for the Prop K major capital projects and the paratransit operations category which do not have a 5YPP requirement. Compared to the 2014 Strategic Plan, the 2019 baseline has slightly lower revenue projections over the 30-year plan period (decreasing about 1% from \$3.346 billion to \$3.299 billion in year of expenditure dollars) and lower financing costs (down from \$296 million to \$278 million) due primarily to lower long term debt needs (down from \$676 million to \$577 million). The baseline also includes a reduced capital reserve (from \$406 million to \$288 million) as we are getting closer to the end of the Expenditure Plan period. The net effect is a modest amount of additional funding (\$55 million) for projects. Adoption of the Strategic Plan Baseline supports development of the 5YPPs, which will determine how Prop K funds will be spent in the programmatic categories for the 5-year period starting July 1, 2019. We are targeting adoption of the 2019 Strategic Plan and 5YPP update by November/December 2018.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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## DISCUSSION

### Background.

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-

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

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K.

We last updated the Strategic Plan and 5YPPs in 2014. We are currently in year four of the 2014 5YPPs, which identify projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19).

### **Prop K Strategic Plan Baseline.**

Adoption of the 2019 Strategic Plan Baseline is the first step in the Strategic Plan and 5YPP update process. The baseline determines how much Prop K funds are available for each of the Expenditure Plan line items by fiscal year through the end of the 30-year Expenditure Plan in 2034. It includes a true-up to incorporate actual revenues and expenditures since the 2014 Strategic Plan update, as well as updating the three components of the Strategic Plan: policies, revenues, and expenditures.

### **Strategic Plan Policies.**

The Strategic Plan policies, included as Attachment 1, provide Transportation Authority staff and project sponsors guidance for the efficient, day-to-day administration of the Prop K program. The policies address the allocation and expenditure of funds, and are structured around the Strategic Plan's guiding principles to optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize cost effectiveness of financing. Given that the policies have been refined through prior updates in 2009 and 2014, the proposed 2019 Strategic Plan policies include only minor updates for clarity purposes.

### **Sales Tax Revenues.**

The baseline includes actual and budgeted Prop K sales tax revenues for Fiscal Year 2013/14 through Fiscal Year 2018/19. Overall, revenues are anticipated to come in about \$28 million higher than anticipated in the 2014 Strategic Plan for this 5-year period though we are seeing a slower rate of growth in recent years.

The baseline includes an updated Prop K sales tax revenue forecast through Fiscal Year 2033/34 (see Attachment 4). The sales tax revenue forecast we are proposing that the Board adopt is largely based on an economic model by our consultant, Beacon Economics, that considers population and employment growth projections for San Francisco, as well as consumer spending trends and changes at the State and Federal levels. In the near-term we are recommending a relatively conservative growth rate of 2.1% as a reflection of the slowing down in revenue growth that we have seen the last few

## Agenda Item 9

years. In the long term, however, the projections reflect more robust growth in revenues and are closer to the historic average of 3.5%. We prefer to err toward the conservative side to ensure that we have sufficient funds available for projects and debt.

When compared with the 2014 Strategic Plan, the 2019 Strategic Plan Baseline estimates sales tax revenue to be about 1% or \$46.7 million lower over the 30-year Expenditure Plan, for a total of \$3.30 billion versus the \$3.35 billion in the 2014 Strategic Plan. Sales tax revenues, net of program administration costs and program wide financing costs for grandfathered Prop B (the predecessor to Prop K) projects, are dedicated to project related expenses including project costs, financing costs for Prop K projects, and the capital reserve.

### **Prop K Expenditures.**

*Project Costs:* As part of preparing the baseline we have incorporated actual Prop K allocations and expenditures since 2014. As we have seen in past updates, both allocations and expenditures have been slower than anticipated. Allocations as of April 2018, are \$143 million less and expenditures (reimbursements) through Fiscal Year 2016/17 are \$350 million less than assumed in the 2014 Strategic Plan. Through the 2019 Strategic Plan and 5YPP update, we will work with project sponsors and the Board to reprogram unallocated funds and update the anticipated reimbursement/expenditure schedules, with the anticipated net result being lower financing costs.

*Financing Costs:* Given the lower allocation and reimbursement request rates in the current 5YPP period, we just recently issued our first long-term debt (sales tax revenue bonds) resulting in lower financing costs and long-term debt needs than anticipated. In the 2014 Strategic Plan update, we anticipated the need for over \$670 million in long term debt. In the 2019 Strategic Plan Baseline, we estimate a total need of \$557 million, including the bond we issued last year. Financing costs for the remainder of the Expenditure Plan period are also lower, down from \$296 million to \$278 million.

*Capital Reserve:* The capital reserve serves as a contingency in case revenues are lower and/or financing costs are higher than anticipated. In the 2019 baseline, the reserve is set at 10% of annual revenues for Fiscal Year 2017/18 through the end of the Expenditure Plan period, plus the last  $\frac{3}{4}$  year of Prop K in Fiscal Year 2033/34. We are gradually reducing the reserve with each Strategic Plan update. For the 2019 Strategic Plan Baseline, the capital reserve is set at \$288 million versus the prior update at \$406 million.

After incorporating all assumptions and information describe above, total funds available for projects in the 2019 Strategic Plan Baseline are \$2,584.9 million, or \$55.3 higher than what was adopted in the 2014 Strategic Plan. Total available funds for each category is shown in Attachment 6 in the enclosure. Attachments 8 and 9 in the enclosure show the planned amounts of Prop K funds available for each of the Expenditure Plan line items by fiscal year through the end of the 30-year Expenditure Plan in 2034.

### **Major Capital Project Updates**

The Baseline also updates Prop K funding and cash flow for the major capital projects and the paratransit operations category which do not have the 5YPP requirement. The Prop K major capital projects include the Central Subway, Caltrain Modernization Program (including Electrification and Positive Train Control), Presidio Parkway (formerly known as the Doyle Drive Replacement Project) and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal (renamed the Salesforce Transit Center). Attachment 7 in the enclosure provides a brief project update including the scope, status, schedule, cost and funding, challenges and Strategic Plan notes for each of the major capital projects.

**Paratransit**

We are recommending an increase in the annual amount of funds in the Paratransit category to continue recent funding levels of about \$10.2 million through Fiscal Year 2024/25. This amount was increased from \$9.67 million in Fiscal Year 2015/16 to cover the cost of reducing customer wait times for group van services. We are also recommending fully funding the Shopper Shuttle and Ramp Taxi Incentive projects with \$650,000 in Prop K funds spread over the next three years, which we are recommending for inclusion on the Lifeline Transportation Program contingency list, which is the subject of a separate agenda item. If additional Lifeline funds become available, the Prop K funds will be deobligated and returned to the Paratransit category for reprogramming. The last year of Prop K funding for the paratransit operations category, Fiscal Year 2025/26, is a partial year of funding. SFMTA concurs with the proposed programming.

**Next Steps.**

Adoption of the Strategic Plan Baseline will establish how much unallocated Prop K funds are available by Fiscal Year through 2034 for each Expenditure Plan line item (e.g. project or programmatic category) and allows us to initiate the 5YPP updates. As we work with Board members, sponsors, the public and other interested stakeholders to identify the projects to be funded in the next five years along with their Prop K cash flow needs, we will make corresponding changes to the Strategic Plan Baseline expenditures and financing assumptions. Then in fall 2018, the Board will be asked to concurrently adopt the final 2019 Strategic Plan and 5YPP updates.

**FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted or proposed amended Fiscal Year 2017/18 budget associated with the recommendation action. However, the Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Both the Strategic Plan and the 5YPPs will program funds to specific projects by fiscal year; however, actual allocation of funds is subject to separate approval action by the Board.

**CAC Position**

The CAC was briefed on this item at its April 25, 2018 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**



## Agenda Item 9

Attachment 1 – Draft 2019 Strategic Plan Baseline Presentation

## Enclosure 1:

Attachment 1 – Draft 2019 Prop K Strategic Plan Policies

Attachment 2 – Prop K Expenditure Plan Summary

Attachment 3 – Prop K Expenditure Plan Line Items

Attachment 4 – Prop K Sales Tax Revenue Forecast

Attachment 5 – Available Funds and Priority 1 Funding Level Comparison (2003 \$\$)

Attachment 6 – Available Funds by Expenditure Plan Line Item (YOE \$\$)

Attachment 7 – Major Capital Projects Update

Attachment 8 – Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$\$)

Attachment 9 – Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$\$)

# 2019 Prop K Strategic Plan Baseline

## Board Agenda Item 9



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**May 08, 2018**

# 2019 Strategic Plan Baseline Presentation Overview

- ▶ **2019 Strategic Plan/5YPP Update**
  - ▶ Why is it important?
  - ▶ What is the process?
- ▶ **2019 Strategic Plan Baseline**
  - ▶ True-up revenues and expenditures
  - ▶ Update revenue forecast and debt assumptions
  - ▶ Update Strategic Plan Policies
  - ▶ Update 5-year project delivery plan for Major Capital Projects & Paratransit



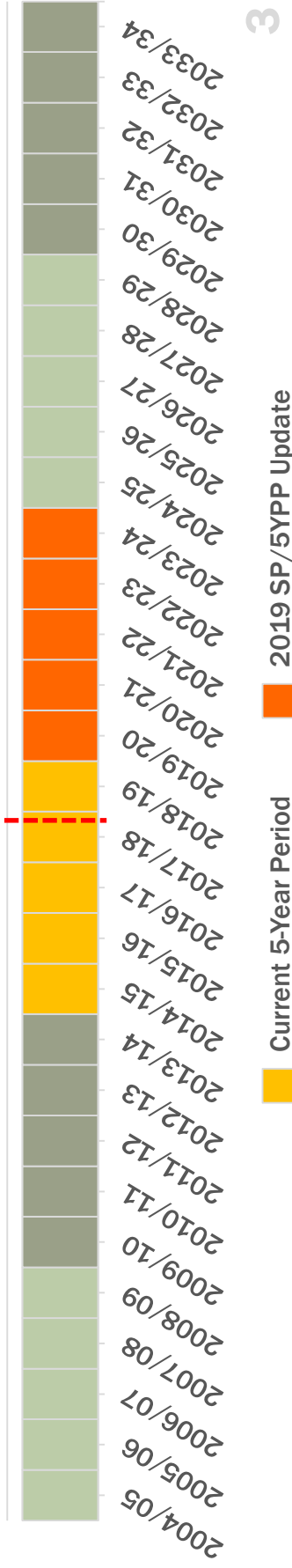
# 2019 Strategic Plan/5YPP Update

## Why is it important? Why now?



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

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

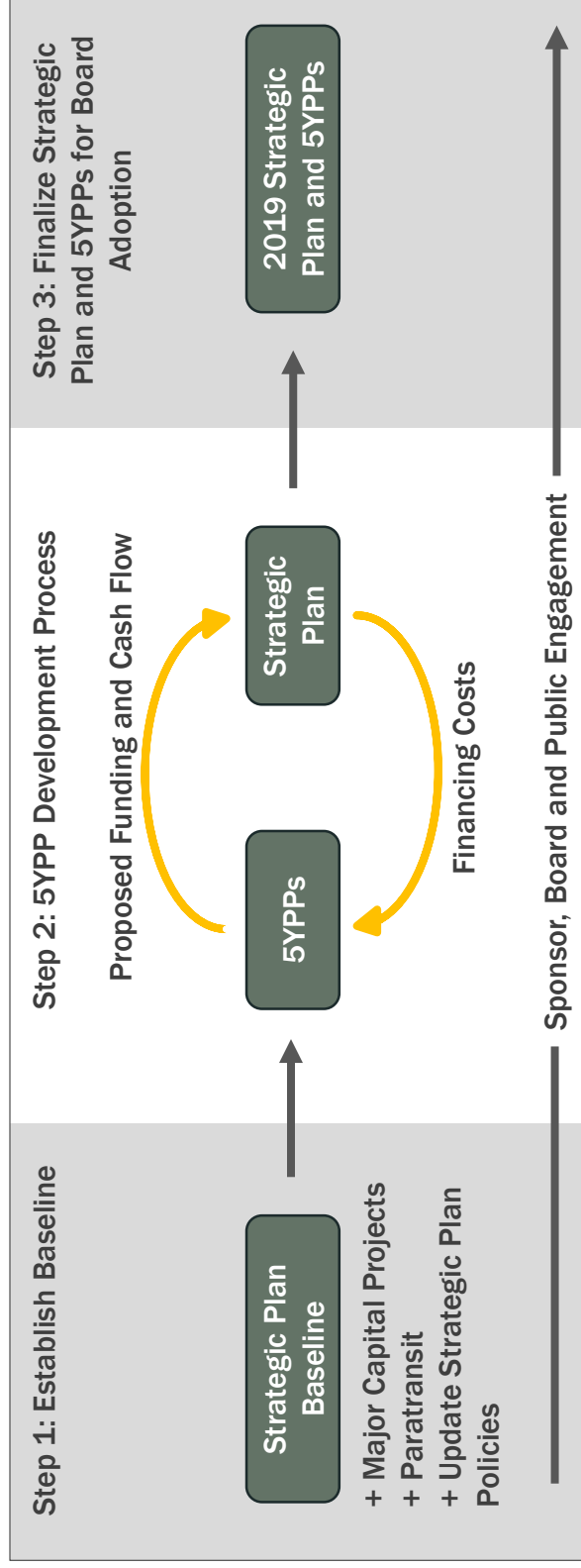


# 2019 Strategic Plan/5YPP Update

## What is the process?



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

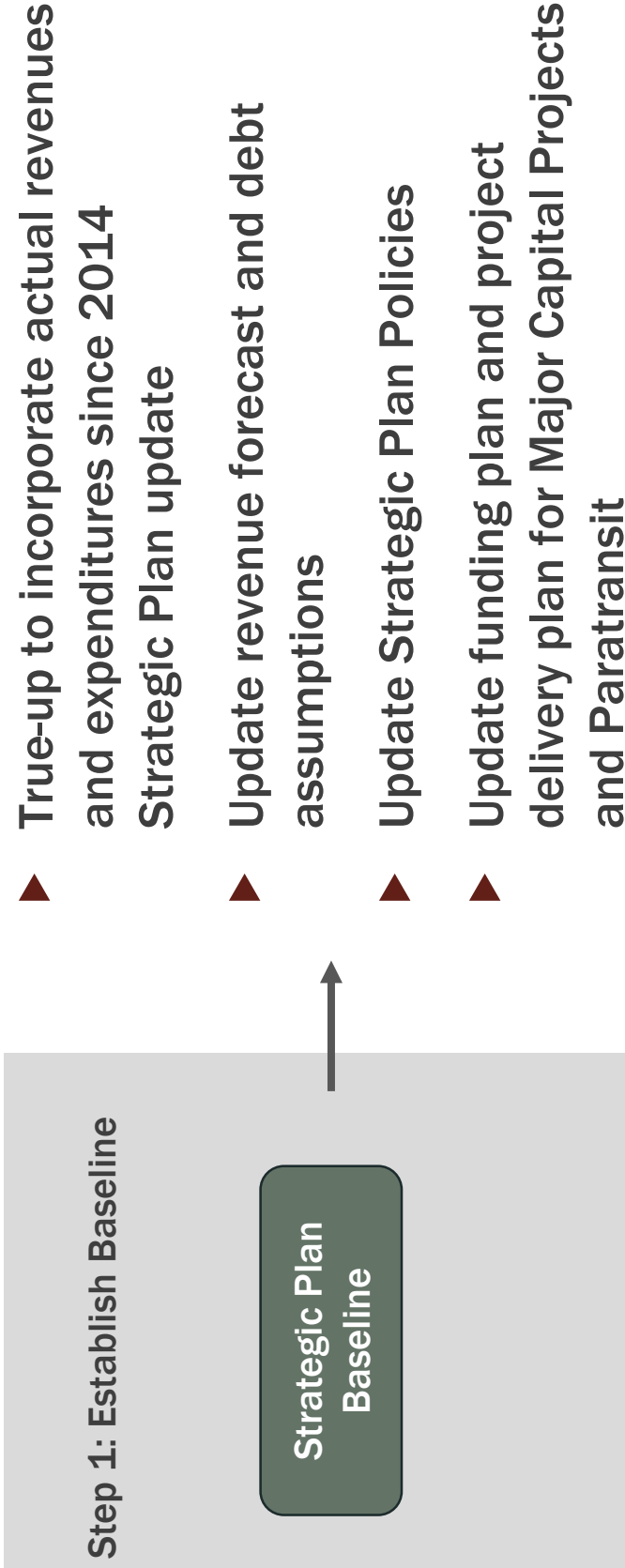


# 2019 Strategic Plan/5YPP Update

## Step 1: Establish Strategic Plan Baseline



**For each Expenditure Plan category, the Strategic Plan Baseline determines how much Prop K funds are available by year through 2034.**



# Components of the Strategic Plan



## POLICIES

## REVENUES

Sales Tax

Investment Income

## EXPENDITURES

Operating Expenditures

Capital Reserve

Project Costs

Financing Costs

# 2019 Prop K Strategic Plan Baseline

## Prop K Policies

- ▶ Provides guidance to both Transportation Authority staff and project sponsors for program administration
- ▶ 2019: Minor updates for clarity purposes

### **Strategic Plan Guiding Principles:**

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





# Components of the Strategic Plan



**POLICIES**

**REVENUES**

**EXPENDITURES**

**Sales Tax**

**Investment Income**

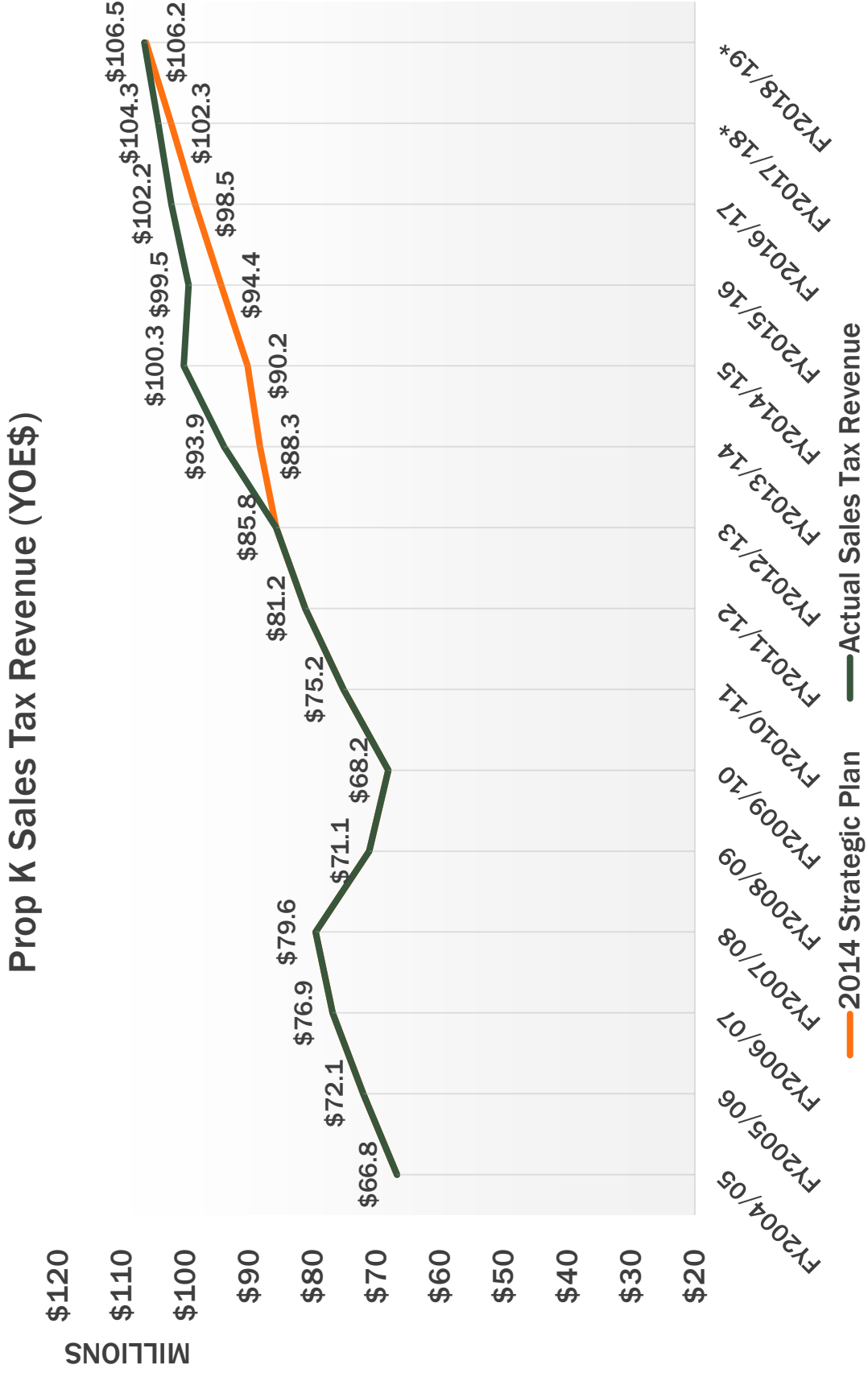
Operating Expenditures

Capital Reserve

Project Costs

Financing Costs

# 2019 Strategic Plan Baseline Revenues

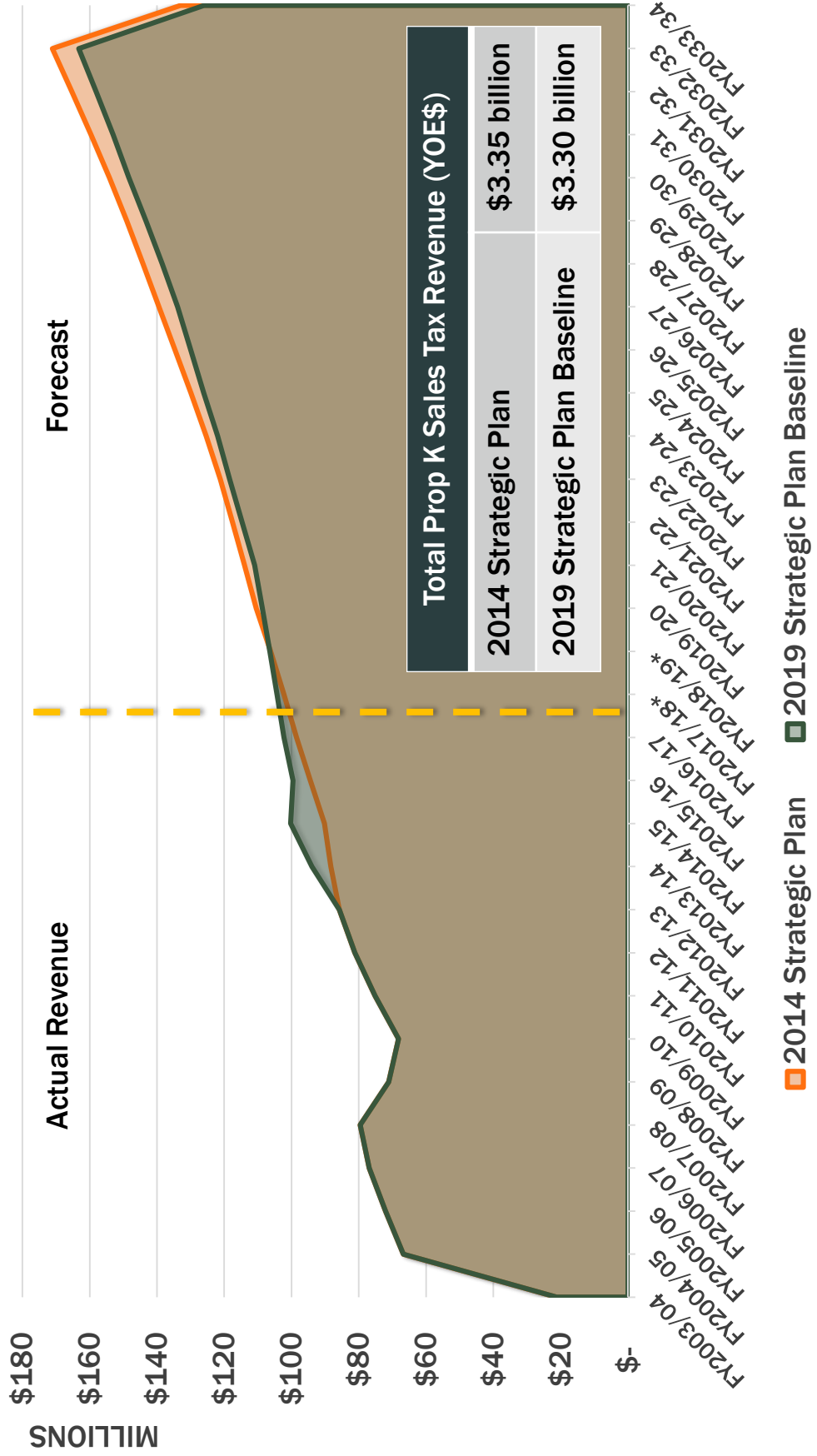


\* Sales tax revenue for Fiscal Years 2017/18 and 2018/19 are projections

# 2019 Strategic Plan Baseline Revenues



Prop K Sales Tax Revenue (YOES\$)



# Components of the Strategic Plan



**POLICIES**

**REVENUES**

Sales Tax

Interest Income

**EXPENDITURES**

Operating Expenditures

Capital Reserve

Project Costs

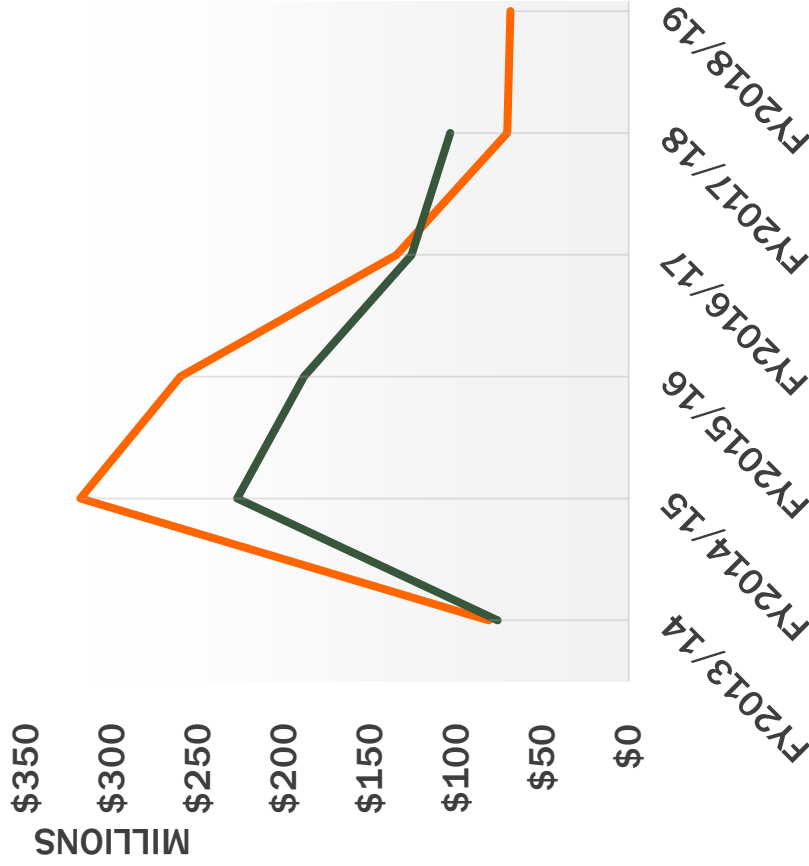
Financing Costs

# 2014 Strategic Plan Update

## Project Costs

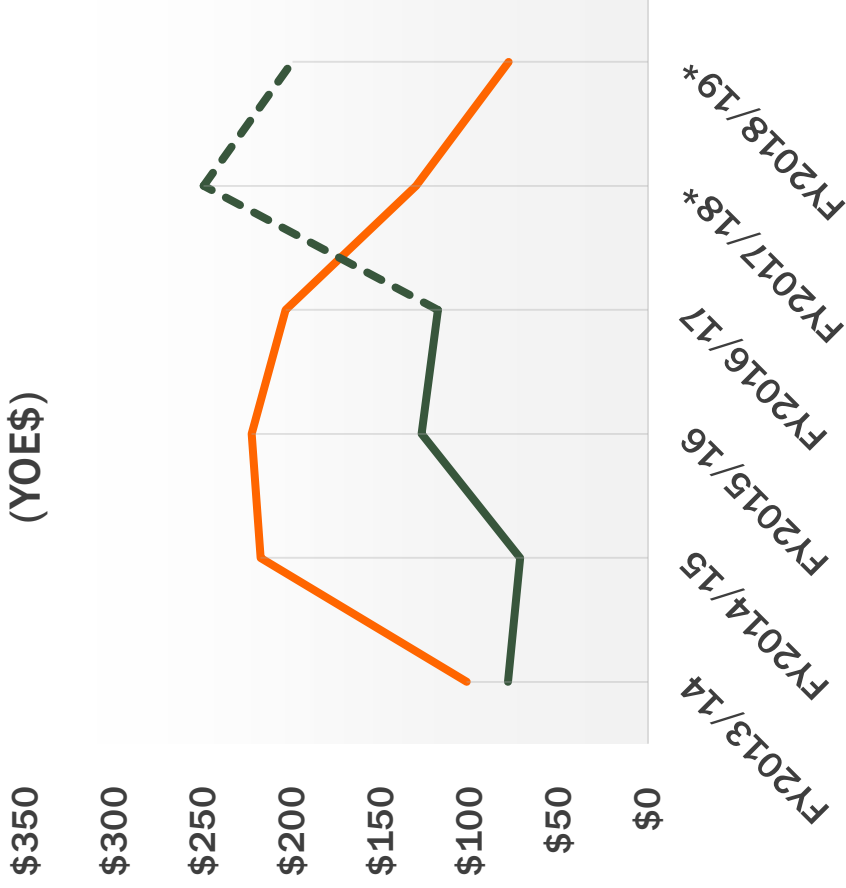


Programming vs Allocations (YOE\$)



\* Allocations as of April 24, 2018 Board Meeting

Expected vs Actual Expenditures (YOE\$)



\* Expenditures for Fiscal Years 2017/18 and 2018/19 are projections

# 2019 Strategic Plan Baseline Revenues and Expenditures Comparison



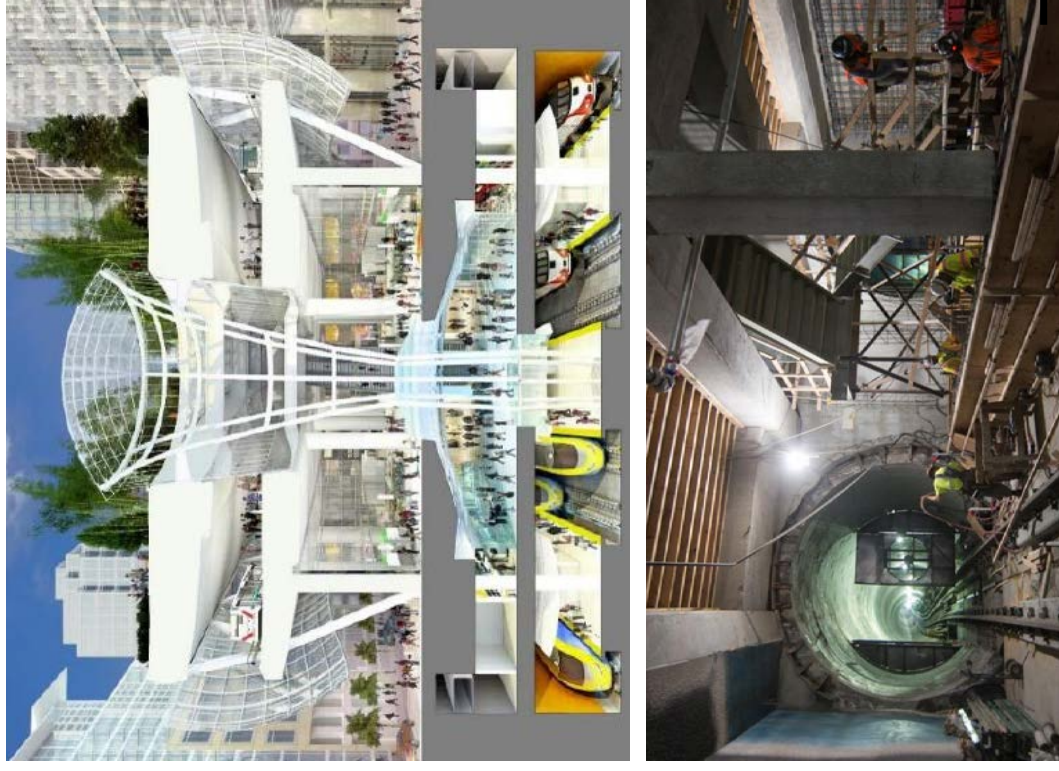
	2019 Strategic Plan Baseline		2014 Strategic Plan		Δ
<b>Revenues (YOE\$)</b>					
Sales Tax Revenue	\$	3,299.7	\$	3,346.4	\$ -46.7
Investment Income	\$	45.3	\$	80.7	\$ -35.4
Loans	\$	19.6	\$	19.6	
Long Term Bond Proceeds	\$	557.4	\$	676.2	\$ -118.8
<b>TOTAL</b>	\$	<b>3,922.0</b>	\$	<b>4,122.9</b>	\$ <b>-200.9</b>

	2019 Strategic Plan Baseline		2014 Strategic Plan		Δ
<b>Expenditures (YOE\$)</b>					
Program Administration	\$	194.5	\$	196.0	\$ -1.5
Loans	\$	19.0	\$	19.0	
Funds Available for Projects	\$	2,584.9	\$	2,529.6	\$ 55.3
Financing Costs	\$	277.7	\$	295.7	\$ -17.9
Capital Reserve	\$	288.4	\$	406.4	\$ -118.0
Long Term Bond Debt Service	\$	557.4	\$	676.2	\$ -118.8
<b>TOTAL</b>	\$	<b>3,922.0</b>	\$	<b>4,122.9</b>	\$ <b>-200.9</b>

# 2019 Strategic Plan Baseline Major Capital Projects & Paratransit



- ▶ **Central Subway**
- ▶ **Caltrain Modernization  
(Electrification and Positive  
Train Control)**
- ▶ **Presidio Parkway**
- ▶ **Transbay Transit Center /  
Caltrain Downtown Extension**
- ▶ **Paratransit**



# 2019 Strategic Plan/5YPP Update Schedule



Board adopts Strategic Plan/5YPP Update Approach

Step 1: Establish Strategic Plan Baseline

Revenue and Debt Projections

Update Prop K Policies

Major Capital Projects and Paratransit

True-up Actual Revenues and Expenditures

Board Adoption of Strategic Plan Baseline

Step 2: 5YPP Development Process

SFCTA Releases 5YPP Guidance

SFCTA and Sponsors prepare Prioritization Criteria

Sponsors prepare Project Information Forms (PIFs), Program of Projects and Scoring Tables

SFCTA Reviews PIFs, Program of Projects and Scoring Tables

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

Assess 5YPPs as a whole, establish financing needs, finalize draft 5YPP documents

Board Adopts 5YPPs Part 1

Board Adopts 5YPPs Part 2 and Final Strategic Plan

Sponsor, Board and Public Engagement





# Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



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# RAIL ALIGNMENT AND BENEFITS (CRAB) STUDY

PREVIOUSLY KNOWN AS RAIL YARD  
ALTERNATIVES & I-280 BOULEVARD STUDY



San Francisco  
**Planning**

May 22, 2018

# CONNECTING CALIFORNIA

**4,300 LANE MILES + 115 AIRPORT GATES WOULD BE NEEDED** to create equivalent capacity of high speed rail

**545 MILLION TRIPS BETWEEN REGIONS**

In 2040. That is 50% more than 2010

California will grow

**260,000 NEW RESIDENTS EVERY YEAR**

Sacramento

Oakland

San Francisco

San Jose

Los Angeles

San Diego

**CALIFORNIA 2015 2065 GROWTH**

Population 39 M 52 M + 33%

Employees 16 m 28 m + 77%

Option:

**MAXIMIZE RAIL**

**OR**

**EXPAND AIRPORTS/HWYS**

# CONNECTING THE BAY

Option:  
**MAXIMIZE RAIL**  
**OR**  
**EXPAND**  
**I-80**  
**I-280**  
**US-101**



<b>BAY AREA</b>	<b>2015</b>	<b>2065</b>	<b>GROWTH</b>
Population	7.6 M	10.7 M	+ 41%
Employees	4 M	5.8 M	+ 44%

**250 MILLION HOURS OF TRAFFIC DELAY**  
Every year in the Bay Area

The Bay Area is expected to grow by  
**57,000 NEW RESIDENTS EVERY YEAR**

**SAN JOSE TO SAN FRANCISCO WOULD TAKE 30 MINUTES**  
By High Speed Rail in 2027

**RAIL RIDERSHIP WOULD INCREASE BY 1200 %**  
with High Speed Rail by 2040

# CONNECTING SAN FRANCISCO

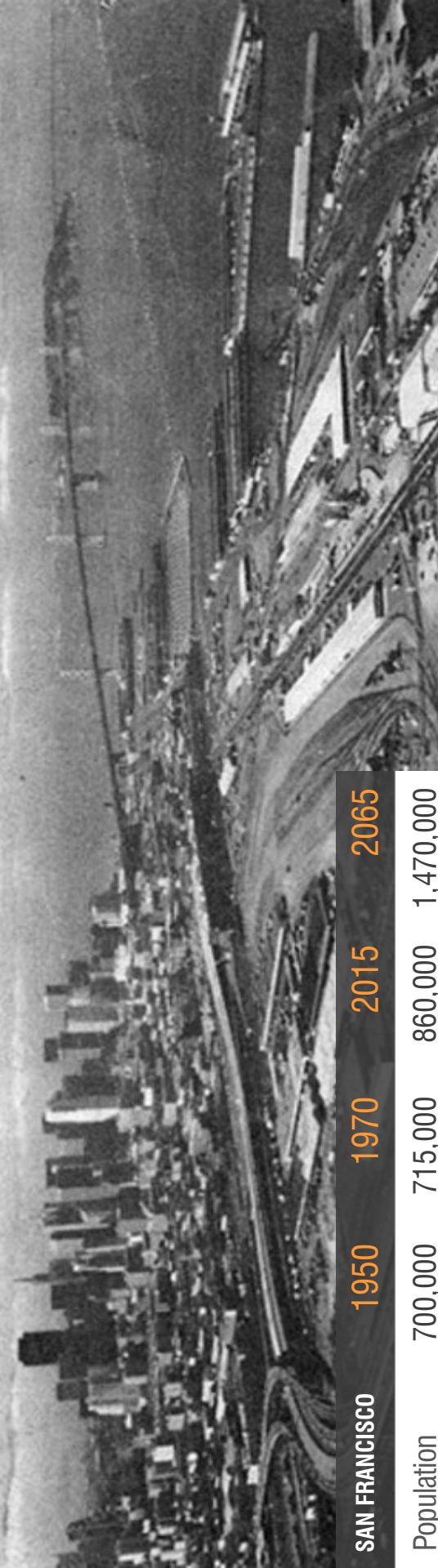
San Francisco	2015	2065	GROWTH
Population	860,000	1,430,000	+ 66%
Employees	700,000	995,000	+ 44%

**MUNI METRO DEMAND IS 124% CAPACITY**  
during morning commute (2015)

San Francisco is expected to grow by  
**12,000 NEW RESIDENTS EVERY YEAR**



Option:  
**MAXIMIZE RAIL** OR **INCREASE DEMAND ON SF STREETS**



**SAN FRANCISCO**

**1950**

**1970**

**2015**

**2065**

Population

700,000

715,000

860,000

1,470,000

Employees

340,000

375,000

700,000

995,000



143

6

# RECONNECTING NEIGHBORHOODS

144

FIDI, Mission Bay, SOMA, So. Bayfront

2015

2065

GROWTH

Population	87,000	257,000	194%
Employees	304,000	554,000	82%



**20,000 NEW HOUSEHOLDS IN SOUTHERN BAYFRONT**

are planned, from Mission Creek to Executive Park

**35,000 NEW JOBS + 520 ACRES OF OPEN SPACE**

are also planned in the Southern Bayfront

**6 EAST-WEST ROADS COULD BE RECONNECTED**

across Caltrain tracks

Option:

**UNDERGROUND RAIL**

**OR**

**NEIGHBORHOOD ISOLATION**



# RECONNECTING NEIGHBORHOODS



Three rail alignments under consideration:

- FUTURE WITH SURFACE RAIL:** DTX + TRENCHED STREETS
- PENNSYLVANIA AVENUE:** DTX + EXTENDED TUNNEL
- MISSION BAY:** MODIFIED DTX + 3<sup>RD</sup> STREET TUNNEL

Further engineering work required

UP TO 10 TRAINS PER HOUR PER DIRECTION

110,000 + CALTRAIN RIDERS PER DAY  
2040 ridership projection

# WHY DO WE NEED THIS STUDY?

- To coordinate state, regional and local infrastructure for generations of growth
- To connect neighborhoods while supporting Caltrain and High-Speed Rail operations
- Current plans require 16<sup>th</sup> St to be closed 20+ minutes every hour (during peak)



# WHY NOW? MAJOR PLANNED NEW INFRASTRUCTURE

CALTRAIN ELECTRIFICATION



HIGH SPEED RAIL (HSR)



SALESFORCE TRANSIT CENTER

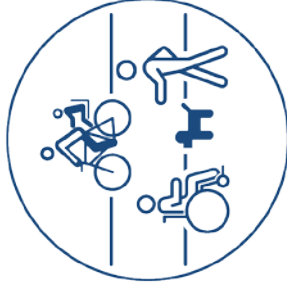


# TRADE-OFFS TO CONSIDER

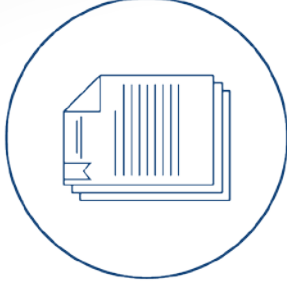
EQUITY



OPERATIONS, CAPACITY,  
AND SAFETY OF ALL MODES



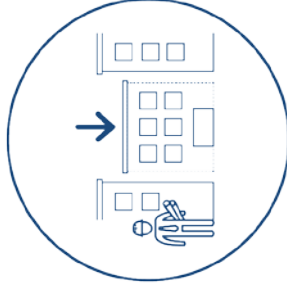
ADHERENCE TO EXISTING  
PLANS/POLICIES



CONSTRUCTION SCHEDULES



POTENTIAL DEVELOPMENT  
OPPORTUNITIES



COSTS



# RAB STUDY COMPONENTS

*Each component:*

- Is independent of others
- Will affect San Francisco for 100+ years

**1** Rail Alignment to  
Salesforce  
Transit Center

**2** Railyard  
Reconfiguration/  
Relocation

**3** Urban Form and  
Land Use  
Considerations

**4** Transit Center  
(SFTC)  
Extension/Loop

**5** Boulevard I-280

# RAIL ALIGNMENTS TO SALESFORCE TRANSIT CENTER

1



## RAILYARD RECONFIGURATIONS / RELOCATION

What if Caltrain SEPARATED operations from staging and storage/maintenance?



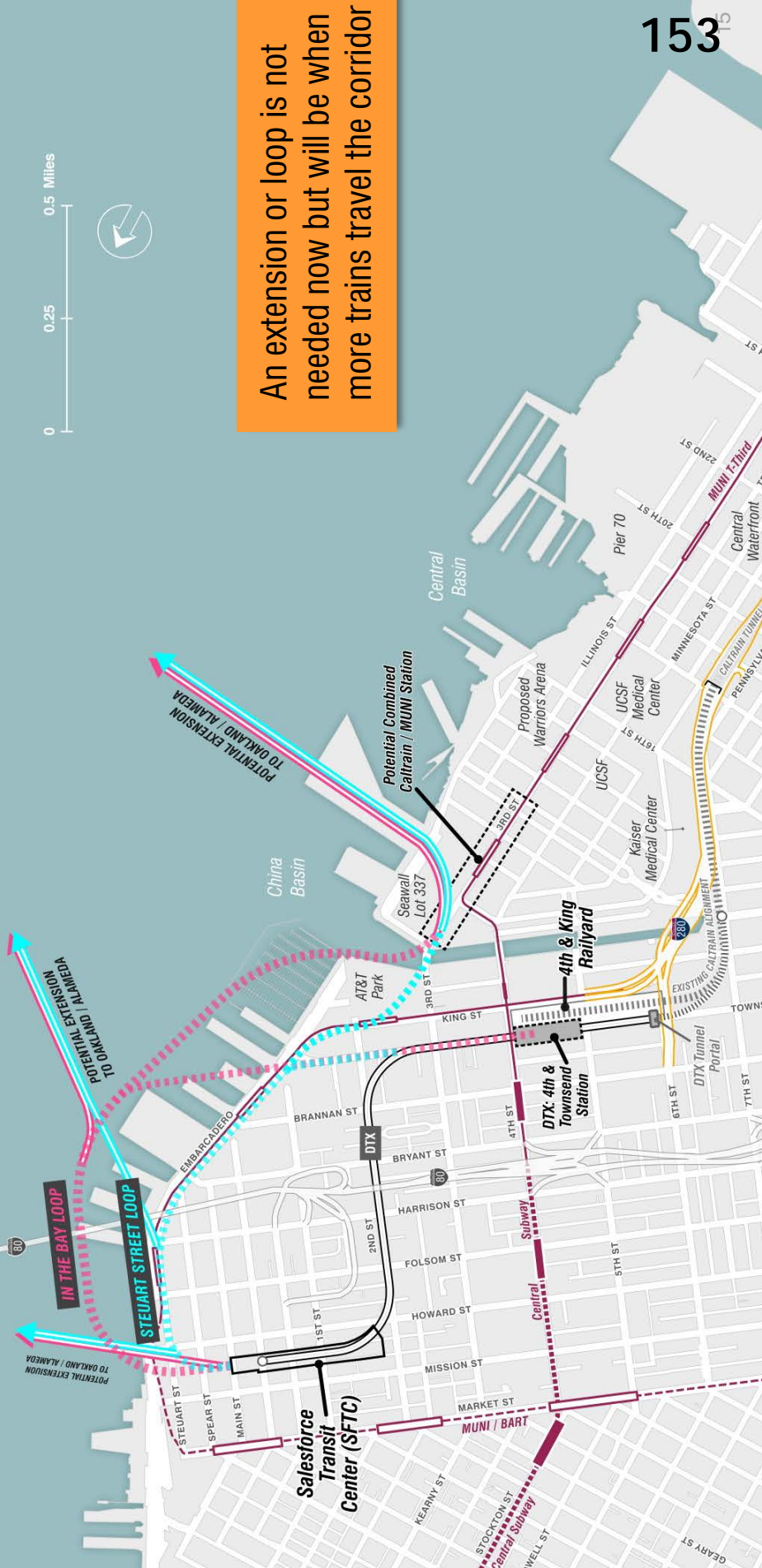
# 3 URBAN FORM AND LAND USE CONSIDERATIONS

- Restoration of street grid
- Improved bike/ped connections
- Eliminate rail hazards & noise
- Housing
- Open Space
- Office/Retail





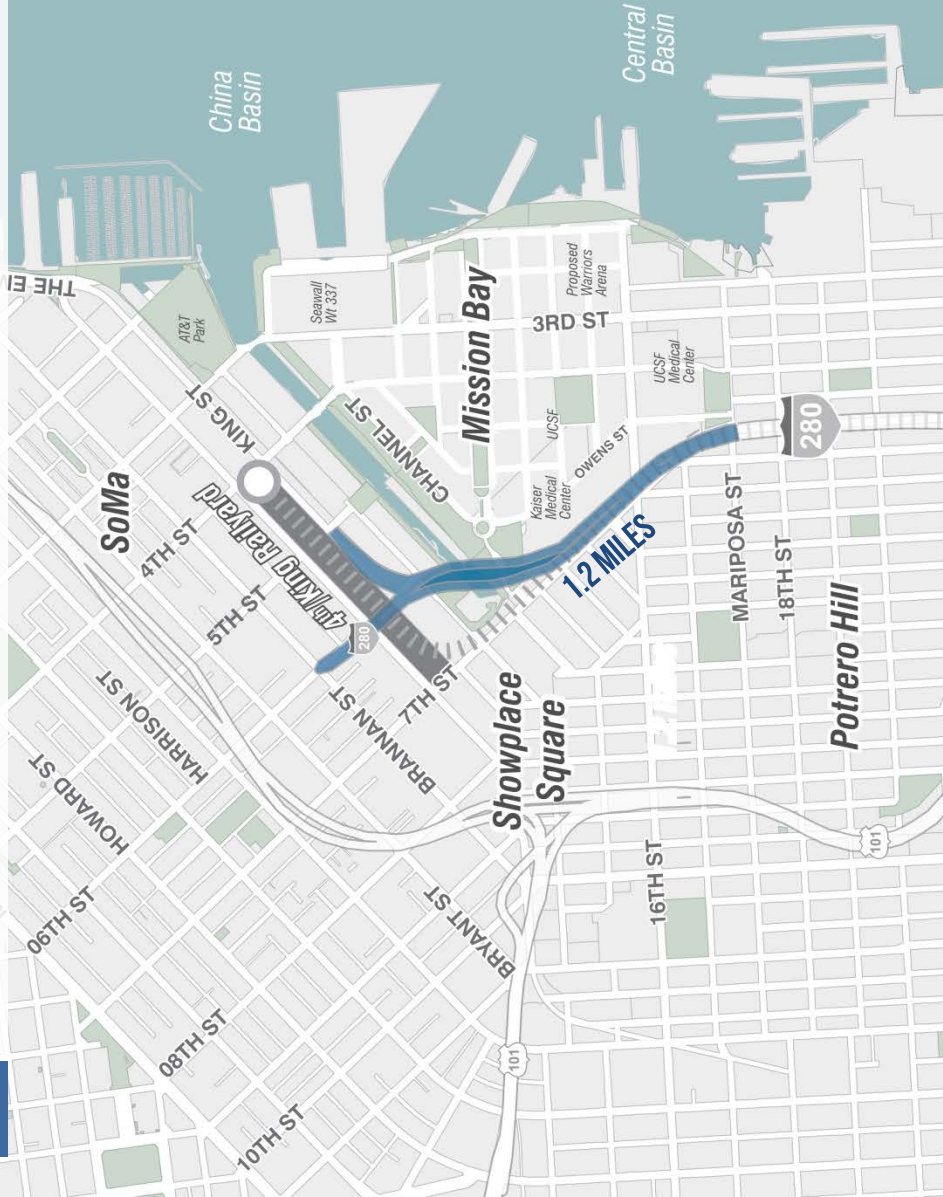
# TRANSIT CENTER (SFTC) EXTENSION/LOOP



An extension or loop is not needed now but will be when more trains travel the corridor

## 5 BOULEVARD I-280: DOES NOT IMPACT RAIL ALIGNMENTS

- Removing I-280 does not create new opportunities for rail
- No physical relationship to other components
- Removing I-280 requires much longer conversation with Caltrans





**COSTS**

# PRELIMINARY ESTIMATE OF PROBABLE COSTS AND SCHEDULE COMPARISONS/CONSIDERATIONS

ALIGNMENT	COST <sup>1</sup>	EXPECTED COMPLETION DATE <sup>2</sup>
<b>FUTURE WITH SURFACE RAIL:</b> DTX + TRENCHED STREETS	\$5.1 Billion	2026
<b>PENNSYLVANIA AVENUE:</b> DTX + EXTENDED TUNNEL	\$6.0 Billion	2027
<b>MISSION BAY:</b> MODIFIED DTX + 3 <sup>RD</sup> STREET TUNNEL	\$9.3 Billion	2031

Conceptual  
Level  
Comparative  
Cost  
Estimates

1. Includes construction costs, value capture, and impact costs
2. Completion date estimate if all money were available on January 1, 2017

# OPTION 2 PENNSYLVANIA AVENUE: DTX + EXTENDED TUNNEL

## OVERVIEW

- Eliminates 20+ minutes of street closure during each peak hour
- Avoids a long, deep trenching of 16<sup>th</sup> Street and 7<sup>th</sup>/Mission Bay Drive
- Removes conflict point at two at-grade intersections – improves safety
- Does not slow down DTX design and construction
- Allows all trains to utilize SFTC

## LAND USE BENEFITS

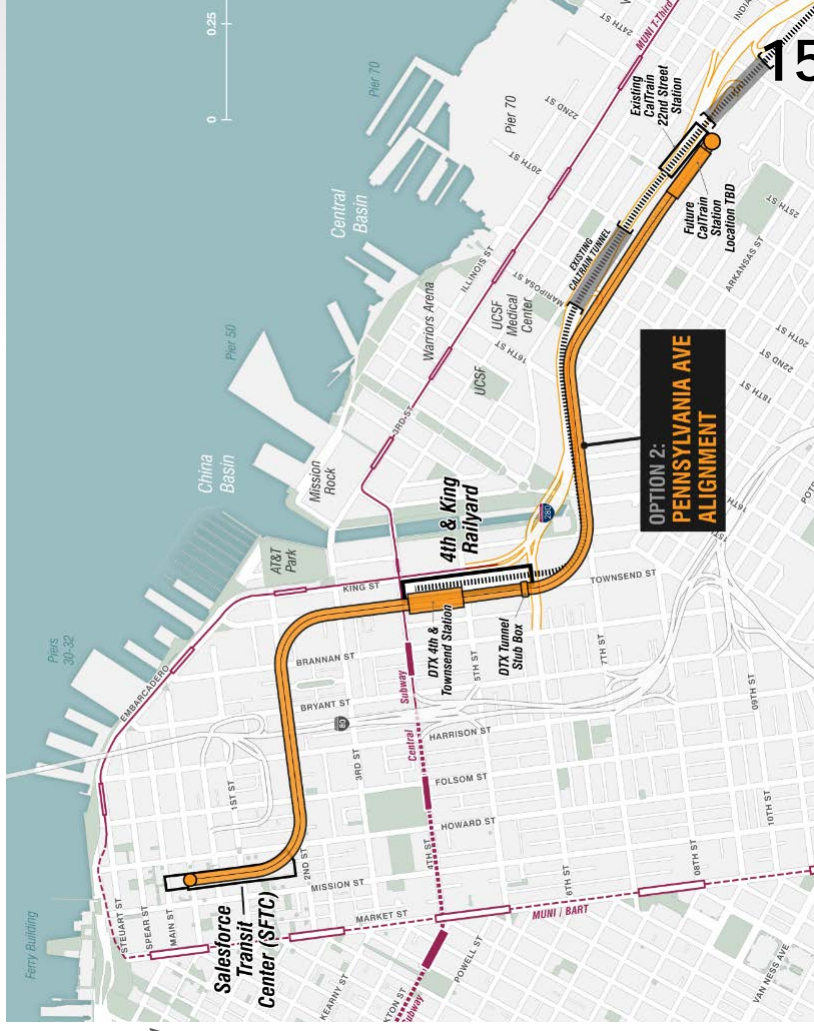
- Reconnects over 1-mile of the city
- Creates land use opportunities at 4<sup>th</sup>/King Railway
- Creates opportunities to improve 22<sup>nd</sup> Street Caltrain Station

## OPERATIONS BENEFITS

- Allows for more direct train movement from storage into operations
- Allows possibility of additional storage underground at 4<sup>th</sup>/Townsend
- Provides for nominally faster rail travel times

## CONS

- Increases project costs
- Requires additional environmental review south of 7<sup>th</sup>/Townsend
- Requires relocation of storage & maintenance to a southern location
- Likely requires the relocation of underground utilities





# NEXT STEPS

Townsend

Caltrain

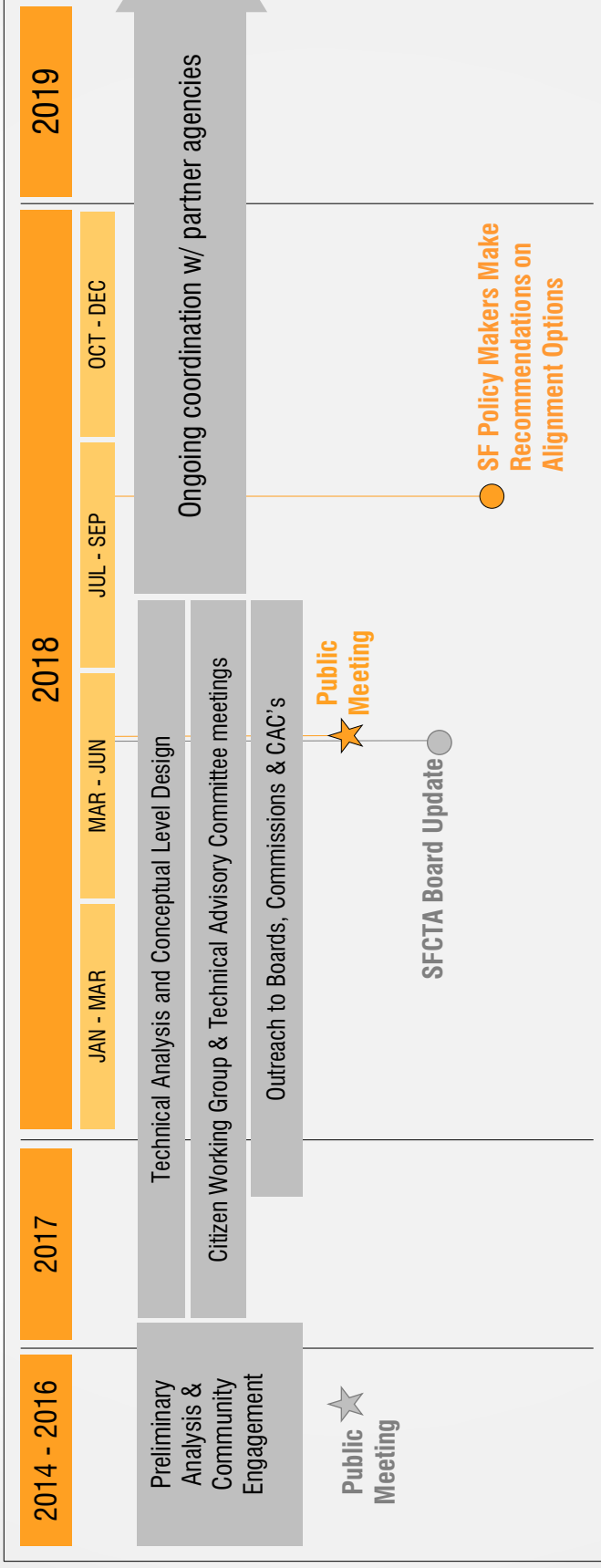
CAFFEINERO

ALMONO

On the fly

CALTRAIN

# RAB TIMELINE



*Dates subject to change*

**THANK YOU**

**[sf-planning.org/rab](http://sf-planning.org/rab)**

***Study Manager***  
**Susan Gygi, PE**





# Memorandum

**Date:** May 11, 2018  
**To:** Transportation Authority Board  
**From:** Cynthia Fong – Deputy Director for Finance and Administration  
**Subject:** 5/22/2018 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2018

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></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) 2017/18 period ending March 31, 2018.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
--	---

**Background.**

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

**Internal Accounting Report.**

Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a “Balance Sheet” (Attachment 1) and a “Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison” (Attachment 2). In Attachment 2, the last two columns show, respectively, the budget values and the variance of revenues and expenditures, as compared to the approved budget. For the nine months ending March 31, 2018, the numbers in the approved budget column are three-fourths of the total amended annual budget for Fiscal Year (FY) 2017/18, including the Treasure Island Mobility Management Agency. Although the sales tax (Prop K), vehicle registration fees (Prop AA), accruals, revolving credit loan, and sales tax revenue bond are included for the nine-month totals, the Internal Accounting Report does not include: 1) the Governmental Accounting Standards Board Statement Number 34 adjustments or the other accruals that are done at the end of the FY, nor 2) investment income from the deposits and income with the city treasurer. The Balance Sheet values, as of March 31, 2018, are used as the basis for the Investment Policy compliance review.

**Investment Report.**

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

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

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

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

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

**Balance Sheet Analysis.**

The Balance Sheet (Attachment 1) presents assets, liabilities, and fund balances as of March 31, 2018. Cash, deposits, investments, and restricted cash (Bonds Proceeds), total to \$235.4 million, as of March 31, 2018. Other assets total \$25.7 million and includes \$5.1 million of program receivable and \$15.2 million in sales tax receivable. Liabilities total \$331.5 million, as of March 31, 2018 and include \$7.9 million in accounts payable, an outstanding revolving credit loan of \$48.7 million, and sales tax revenue bond par and premium amount (Series 2017) of \$270.1 million.

There is a negative of \$71.2 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: \$12.6 million is restricted for capital projects and \$83.9 million is an unassigned negative fund balance. The unassigned negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (i.e., future) revenues. Commitments of future revenues are tracked through the grant administration process, and there is no issue with the availability of future revenues to honor them. A negative fund balance is a result of how these commitments are accounted for and it does not affect the viability of the projects or grants. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds,

## Agenda Item 12

which can result in a negative position. This reporting of all legal funding commitments without the corresponding revenue or assets creates or largely contributes to the \$83.9 million unassigned negative fund balance.

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

The Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (Attachment 2) compares budgeted to actual levels for revenues and expenditures for the first nine months (three quarters) of the fiscal year. We earned \$94.7 million in revenues, including \$77.2 million in sales tax revenues, and \$13.1 million in total program revenues, for the nine months, ending March 31, 2018.

As of March 31, 2018, we incurred \$145.8 million of expenditures, including \$43.5 million in capital projects costs, \$96.2 million in debt service cost to refinance and repay a portion of the revolving credit loan, and \$6.1 million for personnel and non-personnel expenditures.

For the nine months, ending March 31, 2018, revenues were lower than budgetary estimates by \$850,131 for all of the programs due to lower sales tax revenue collections. Total expenditures were lower than the budgetary estimates by \$153.5 million. This amount includes a favorable variance of \$2.3 million for personnel and non-personnel expenditures, a favorable variance of \$157.0 million in capital project costs, and unfavorable variance of \$5.8 million of debt service cost. The variance in debt service cost is due to timing of the increased repayments for the revolving credit loan to minimize interest costs. The variance in capital project costs is due to costs from project sponsors that have not yet been received for the third quarter. We anticipate a higher level of Prop K reimbursement requests and personnel and non-personnel costs during the next quarter.

**Investment Compliance.**

As of March 31, 2018, approximately 62.9 percent of our investable assets, excluding the bond proceeds held by US Bank, per the terms of the debt indenture, were invest in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditures requirements for the next six months. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

**Debt Expenditure Compliance.**

As of March 31, 2018, we paid \$99,135,215 of Prop K capital expenditures with bond proceeds and \$150,869,024 of bond proceeds remains to be spent. See Attachment 4 for a list of capital projects expenditures paid.

**FINANCIAL IMPACT**

None. This is an information item.

**CAC POSITION**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

Attachment 1 – Balance Sheet (unaudited)

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

Attachment 3 – Investment Report for March 31, 2018

Attachment 4 – Debt Expenditure Report for March 31, 2018

**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
ATTACHMENT 1**

Balance Sheet (unaudited)  
Governmental Funds  
March 31, 2018

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total
<b>Assets:</b>						
Cash In Bank	\$ 4,738,703	\$ -	\$ 1,101,132	\$ 11,523,317	\$ -	\$ 17,363,152
Deposits and Investments with City Treasurer	29,459,882	-	-	-	-	29,459,882
Restricted Cash (Bond Proceeds)	188,610,016	-	-	-	-	188,610,016
Sales Tax Receivable	15,168,700	-	-	-	-	15,168,700
Vehicle Registration Fees Receivable	-	-	-	814,852	-	814,852
Interest Receivable from the City and County of San Francisco *	33,698	-	-	-	-	33,698
Program Receivable	-	4,385,774	-	-	761,980	5,147,754
Due From Other Funds	4,456,604	-	-	-	-	4,456,604
Prepaid Costs and Deposits	81,580	-	-	-	-	81,580
<b>Total Assets</b>	<b>\$ 242,549,183</b>	<b>\$ 4,385,774</b>	<b>\$ 1,101,132</b>	<b>\$ 12,338,169</b>	<b>\$ 761,980</b>	<b>\$ 261,136,238</b>
<b>Liabilities:</b>						
Accounts Payable	\$ 7,239,867	\$ 388,779	\$ 44,532	\$ 197,480	\$ 39,212	\$ 7,909,870
Accrued Salaries and Taxes	376,818	-	-	-	-	376,818
Due to Other Funds	-	3,263,267	441,004	134,424	617,909	4,456,604
Revolver Credit Loan	48,664,165	-	-	-	-	48,664,165
Sales Tax Revenue Bond (Series 2017)	270,133,005	-	-	-	-	270,133,005
<b>Total Liabilities</b>	<b>\$ 326,413,855</b>	<b>\$ 3,652,046</b>	<b>\$ 485,536</b>	<b>\$ 331,904</b>	<b>\$ 657,121</b>	<b>\$ 331,540,462</b>
<b>Deferred Inflows of Resources:</b>						
<b>Unavailable Program Revenues</b>	\$ -	\$ 733,728	\$ -	\$ -	\$ 104,859	\$ 838,587
<b>Fund Balances (Deficit):</b>						
Nonspendable	81,580	-	-	-	-	81,580
Restricted for Capital Projects	-	-	615,596	12,006,265	-	12,621,861
Unassigned	(83,946,252)	-	-	-	-	(83,946,252)
<b>Total Fund Balances (Deficit)</b>	<b>\$ (83,864,672)</b>	<b>\$ -</b>	<b>\$ 615,596</b>	<b>\$ 12,006,265</b>	<b>\$ -</b>	<b>\$ (71,242,811)</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 242,549,183</b>	<b>\$ 4,385,774</b>	<b>\$ 1,101,132</b>	<b>\$ 12,338,169</b>	<b>\$ 761,980</b>	<b>\$ 261,136,238</b>

\* - Amount has not been update since 6/30/2017 due to information not available.

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

For the Nine Months Ending March 31, 2018

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Total	Amended Budget Fiscal Year 2017/18	Variance with Proposed Budget Positive (Negative)
<b>Revenues:</b>								
Sales Tax	\$ 77,210,792	\$ -	\$ -	\$ -	\$ -	\$ 77,210,792	\$ 78,203,945	\$ (993,153)
Vehicle Registration Fee	-	-	-	3,666,834	-	3,666,834	3,625,537	41,297
Investment Income	614,881	-	1,283	2,888	-	619,052	474,716	144,336
Program Revenue	1,346,309	10,685,340	380,605	-	720,738	13,132,992	13,174,175	(41,183)
Other Revenue	31,167	-	-	-	-	31,167	32,595	(1,428)
<b>Total Revenues</b>	<b>\$ 79,203,149</b>	<b>\$ 10,685,340</b>	<b>\$ 381,888</b>	<b>\$ 3,669,722</b>	<b>\$ 720,738</b>	<b>\$ 94,660,837</b>	<b>\$ 95,510,968</b>	<b>\$ (850,131)</b>
<b>Expenditures:</b>								
Personnel Expenditures	\$ 2,573,456	\$ 1,405,792	\$ 25,228	\$ 51,657	\$ 314,810	\$ 4,370,943	\$ 5,735,963	\$ 1,365,020
Non-personnel Expenditures	1,655,394	71,399	-	50	16,624	1,743,467	2,635,037	891,570
Capital Project Costs	37,768,460	4,489,554	171,734	707,091	362,447	43,499,286	200,462,711	156,963,425
Debt Service								
Principal	91,000,981	-	-	-	-	91,000,981	86,250,000	(4,750,981)
Interest and fiscal charges	5,155,806	-	-	-	-	5,155,806	4,148,456	(1,007,350)
<b>Total Expenditures</b>	<b>\$ 138,154,097</b>	<b>\$ 5,966,745</b>	<b>\$ 196,962</b>	<b>\$ 758,798</b>	<b>\$ 693,881</b>	<b>\$ 145,770,483</b>	<b>\$ 299,232,167</b>	<b>\$ 153,461,684</b>
<b>Excess of Revenues over Expenditures</b>	<b>\$ (58,950,948)</b>	<b>\$ 4,718,595</b>	<b>\$ 184,926</b>	<b>\$ 2,910,924</b>	<b>\$ 26,857</b>	<b>\$ (51,109,646)</b>	<b>\$ (203,721,199)</b>	<b>\$ 152,611,553</b>
<b>Other financing sources (uses):</b>								
Transfers In and out	\$ 4,745,452	\$ (4,718,595)	\$ -	\$ -	\$ (26,857)	\$ -	\$ -	\$ -
Sales Tax Revenue Bond (Series 2017) and Premium	270,133,005	-	-	-	-	270,133,005	202,599,754	67,533,251
<b>Net Change in Fund Balances</b>	<b>\$ 215,927,509</b>	<b>\$ -</b>	<b>\$ 184,926</b>	<b>\$ 2,910,924</b>	<b>\$ -</b>	<b>\$ 219,023,359</b>	<b>\$ (1,121,445)</b>	<b>\$ 220,144,804</b>
Fund Balances (Deficit), Beginning of the Period	19,004,989	-	430,670	9,095,341	-	28,531,000		
Revolver Credit Loan	(48,664,165)	-	-	-	-	(48,664,165)		
Sales Tax Revenue Bond (Series 2017) Fund Balances (Deficit), End of the Period	(270,133,005)	-	-	-	-	(270,133,005)		
	\$ (83,864,672)	\$ -	\$ 615,596	\$ 12,006,265	\$ -	\$ (71,242,811)		

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



José Cisneros, Treasurer

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

Investment Report for the month of March 2018

April 15, 2018

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

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

Ladies and Gentlemen,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2018. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2018 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

**CCSF Pooled Fund Investment Earnings Statistics \***

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	March 2018	Fiscal YTD	February 2018
Average Daily Balance	\$ 8,761	\$ 9,491	\$ 8,668	\$ 9,434
Net Earnings	99.45	13.78	85.67	12.45
Earned Income Yield	1.51%	1.71%	1.48%	1.72%

**CCSF Pooled Fund Statistics \***

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
<b>Investment Type</b>						
U.S. Treasuries	11.48%	\$ 1,118.3	\$ 1,112.9	0.74%	1.67%	411
Federal Agencies	46.95%	4,595.7	4,551.9	1.70%	1.73%	718
State & Local Government						
Agency Obligations	1.70%	167.7	164.4	1.86%	1.41%	511
Public Time Deposits	0.26%	25.0	25.0	1.70%	1.70%	93
Negotiable CDs	22.23%	2,157.8	2,155.1	1.89%	1.89%	171
Commercial Paper	7.26%	701.9	704.2	0.00%	1.90%	87
Medium Term Notes	0.72%	70.0	69.9	2.03%	2.04%	388
Money Market Funds	4.09%	396.5	396.5	1.48%	1.48%	1
Supranationals	5.31%	518.9	514.6	1.97%	1.80%	635
<b>Totals</b>	<b>100.0%</b>	<b>\$ 9,752.0</b>	<b>\$ 9,694.5</b>	<b>1.50%</b>	<b>1.76%</b>	<b>474</b>

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

Very truly yours,

**José Cisneros**  
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Ron Gerhard, Reeta Madhavan, Charles Perl  
Ben Rosenfield, Controller, Office of the Controller  
Tonia Lediju, Internal Audit, Office of the Controller  
Mayor's Office of Public Policy and Finance  
San Francisco County Transportation Authority  
San Francisco Public Library  
San Francisco Health Service System

## Portfolio Summary Pooled Fund

As of March 31, 2018

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 1,125.0	\$ 1,118.3	\$ 1,112.9	99.51	11.48%	100%	Yes
Federal Agencies	4,596.8	4,595.7	4,551.9	99.05	46.95%	100%	Yes
State & Local Government							
Agency Obligations	165.6	167.7	164.4	98.01	1.70%	20%	Yes
Public Time Deposits	25.0	25.0	25.0	100.00	0.26%	100%	Yes
Negotiable CDs	2,157.8	2,157.8	2,155.1	99.87	22.23%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	708.0	701.9	704.2	100.33	7.26%	25%	Yes
Medium Term Notes	70.0	70.0	69.9	99.85	0.72%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	396.5	396.5	396.5	100.00	4.09%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	520.3	518.9	514.6	99.18	5.31%	30%	Yes
<b>TOTAL</b>	<b>\$ 9,765.0</b>	<b>\$ 9,752.0</b>	<b>\$ 9,694.5</b>	<b>99.41</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on both a par and market value basis, using the result with the lowest percentage of the overall portfolio value. Cash balances are included in the City's compliance calculations.

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution.

The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.



## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

## Sales Tax Revenue Bond

Attachment 4

## Debt Expenditure Report

As of March 31, 2018

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$ 204,003,258	\$ 53,134,234	\$150,869,024
Revolving Refinancing	\$ 46,000,981	\$ 46,000,981	\$0
<b>Total</b>	<b>\$250,004,239</b>	<b>\$ 99,135,215</b>	<b>\$150,869,024</b>
Interest Earned			\$587,170

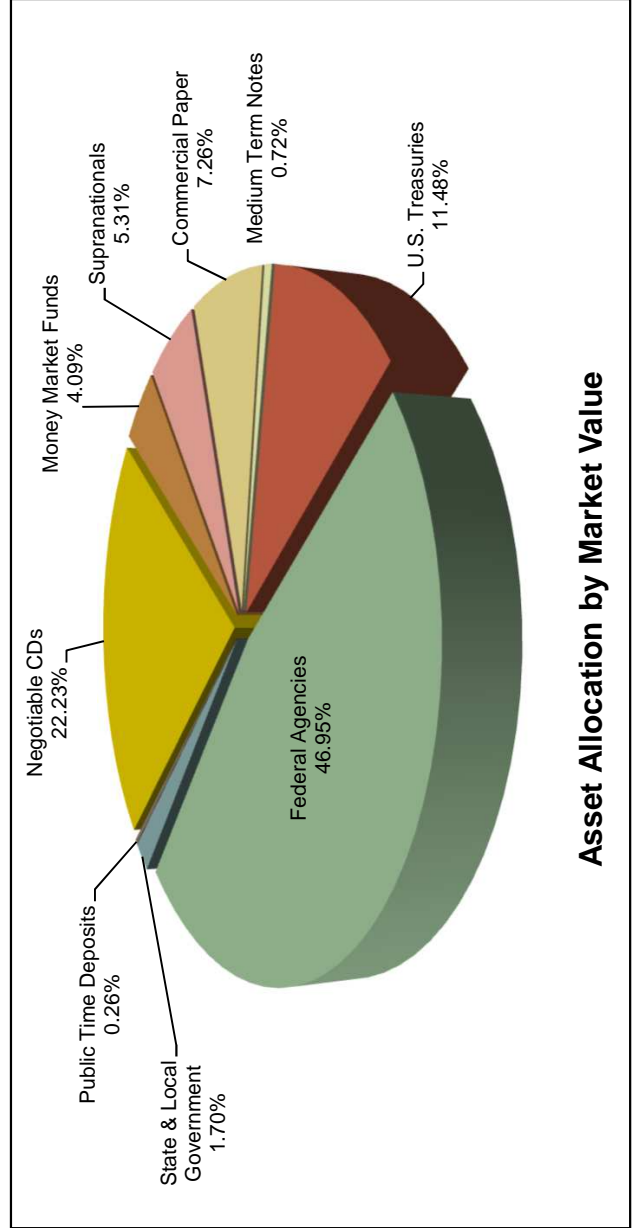
Sponsor	Bond-Eligible Reimbursement Requests Spent	Previous	Current	Cumulative Total
SFMTA	Radio Communications System & CAD Replacement <sup>1</sup>	\$ 10,776,022	\$ 7,840,642	\$ 18,616,664
SFMTA	Motor Coach Procurement <sup>1</sup>	\$ 11,665,744	\$ 52,146	\$ 11,717,890
TJPA	Transbay Transit Center	\$ 1,185,436	\$ 5,011,997	\$ 6,197,433
SFMTA	Signals - New and Upgraded	\$ 1,841,079	\$ 1,061,894	\$ 2,902,974
PCJPB	Caltrain Early Investment Program - Electrification	\$ 677,150	\$ 1,798,022	\$ 2,475,172
SFMTA	Trolley Coach Procurement <sup>1</sup>	\$ 145,229	\$ 2,091,900	\$ 2,237,129
PCJPB	Caltrain Early Investment Program - CBOSS	\$ 1,393,683	\$ -	\$ 1,393,683
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	\$ 715,210	\$ 650,508	\$ 1,365,718
SFMTA	Light Rail Vehicle Procurement <sup>1</sup>	\$ 1,329,105	\$ -	\$ 1,329,105
SFMTA	1570 Burke Avenue Maintenance Facility	\$ 541,589	\$ 567,747	\$ 1,109,337
SFMTA	Escalators	\$ 234,844	\$ 749,787	\$ 984,631
SFMTA	Muni Forward	\$ 276,363	\$ 640,802	\$ 917,165
SFMTA	Central Control and Communications (C3) Program <sup>1</sup>	\$ 665,807	\$ 200,998	\$ 866,805
SFMTA	Geary Bus Rapid Transit	\$ 383,683	\$ 299,084	\$ 682,767
SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 135,813	\$ 70,156	\$ 205,968
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 77,472	\$ 54,323	\$ 131,795
	<b>Total</b>	<b>\$ 32,044,228</b>	<b>\$ 21,090,006</b>	<b>\$ 53,134,234</b>
1 Major Cash Flow Drivers				
	<b>Percentage of Capital Project Fund Spent</b>	<b>15.71%</b>	<b>10.34%</b>	<b>26.05%</b>

# City and County of San Francisco Pooled Fund Portfolio Statistics

For the month ended March 31, 2018

Average Daily Balance	\$9,490,883,037
Net Earnings	\$13,782,952
Earned Income Yield	1.71%
Weighted Average Maturity	474 days

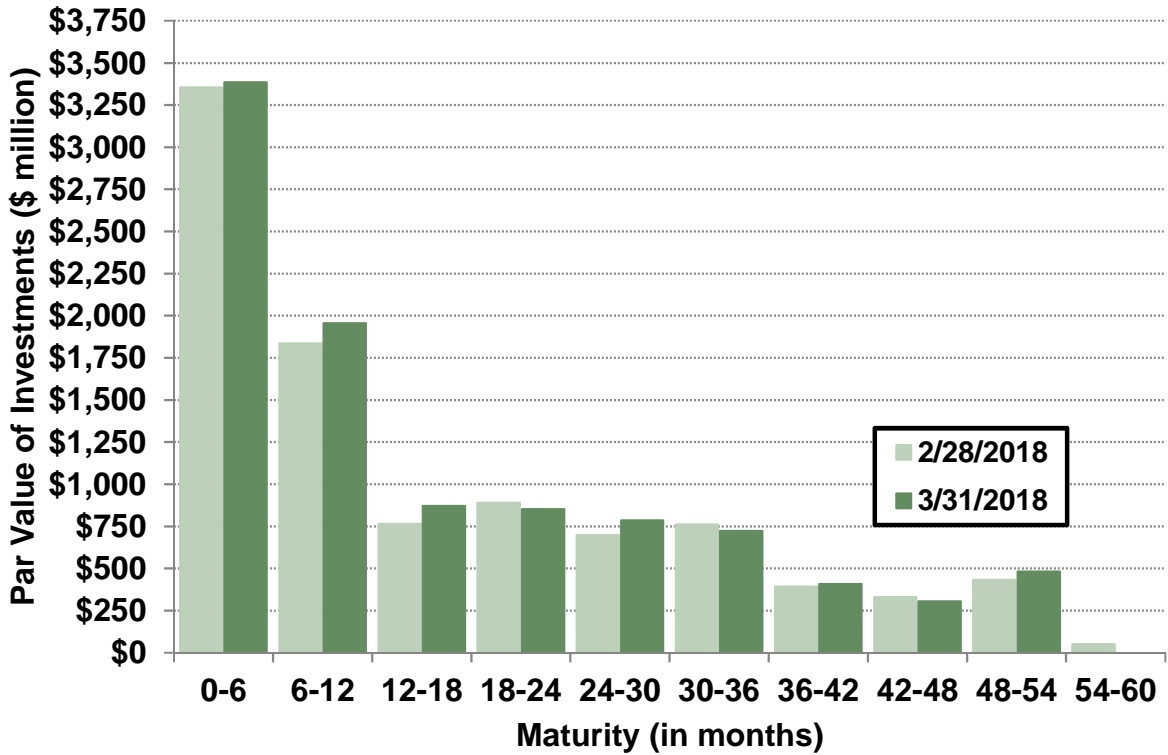
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$ 1,125.0	\$ 1,118.3	\$ 1,112.9	
Federal Agencies	4,596.8	4,595.7	4,551.9	
State & Local Government				
Agency Obligations	165.6	167.7	164.4	
Public Time Deposits	25.0	25.0	25.0	
Negotiable CDs	2,157.8	2,157.8	2,155.1	
Commercial Paper	708.0	701.9	704.2	
Medium Term Notes	70.0	70.0	69.9	
Money Market Funds	396.5	396.5	396.5	
Supranationals	520.3	518.9	514.6	
<b>Total</b>	<b>\$ 9,765.0</b>	<b>\$ 9,752.0</b>	<b>\$ 9,694.5</b>	



# Portfolio Analysis

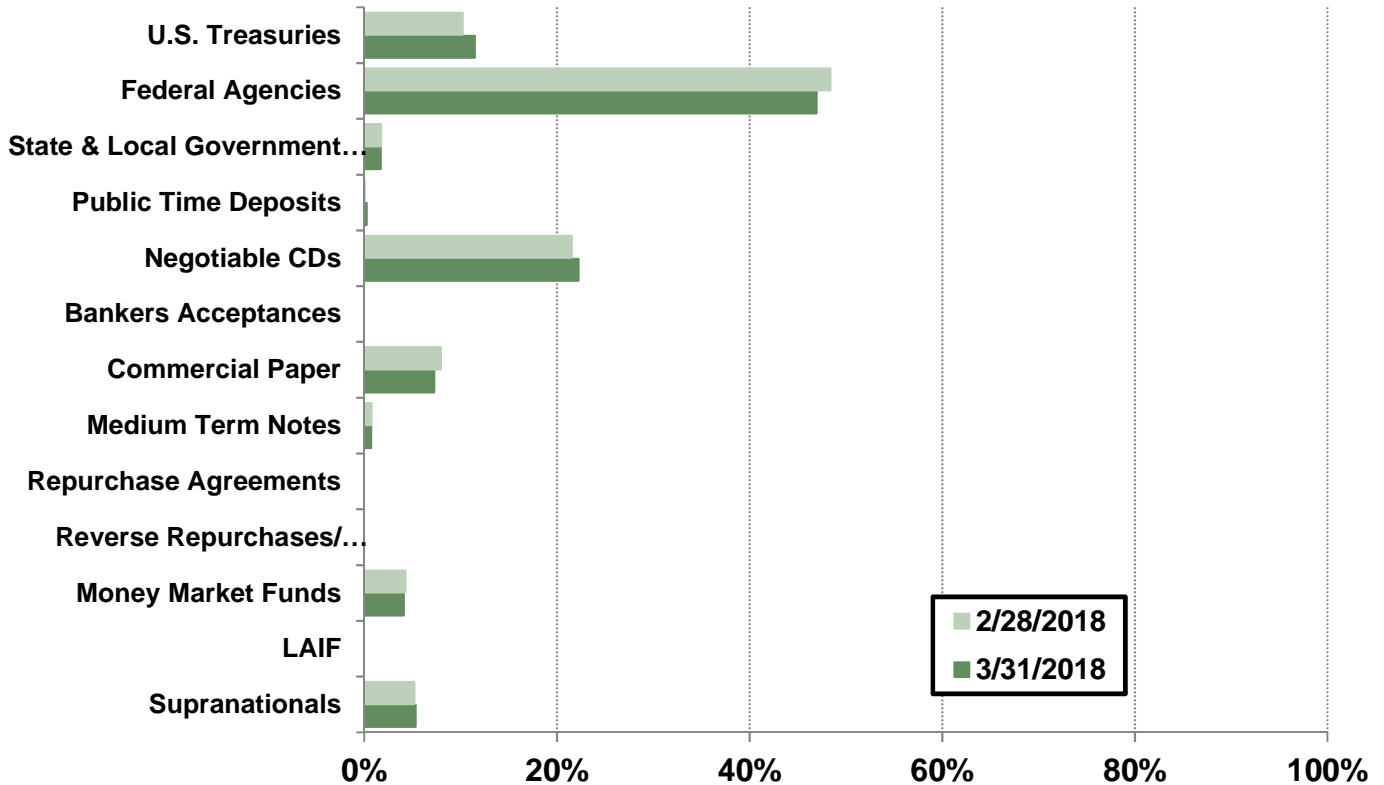
## Pooled Fund

### Par Value of Investments by Maturity

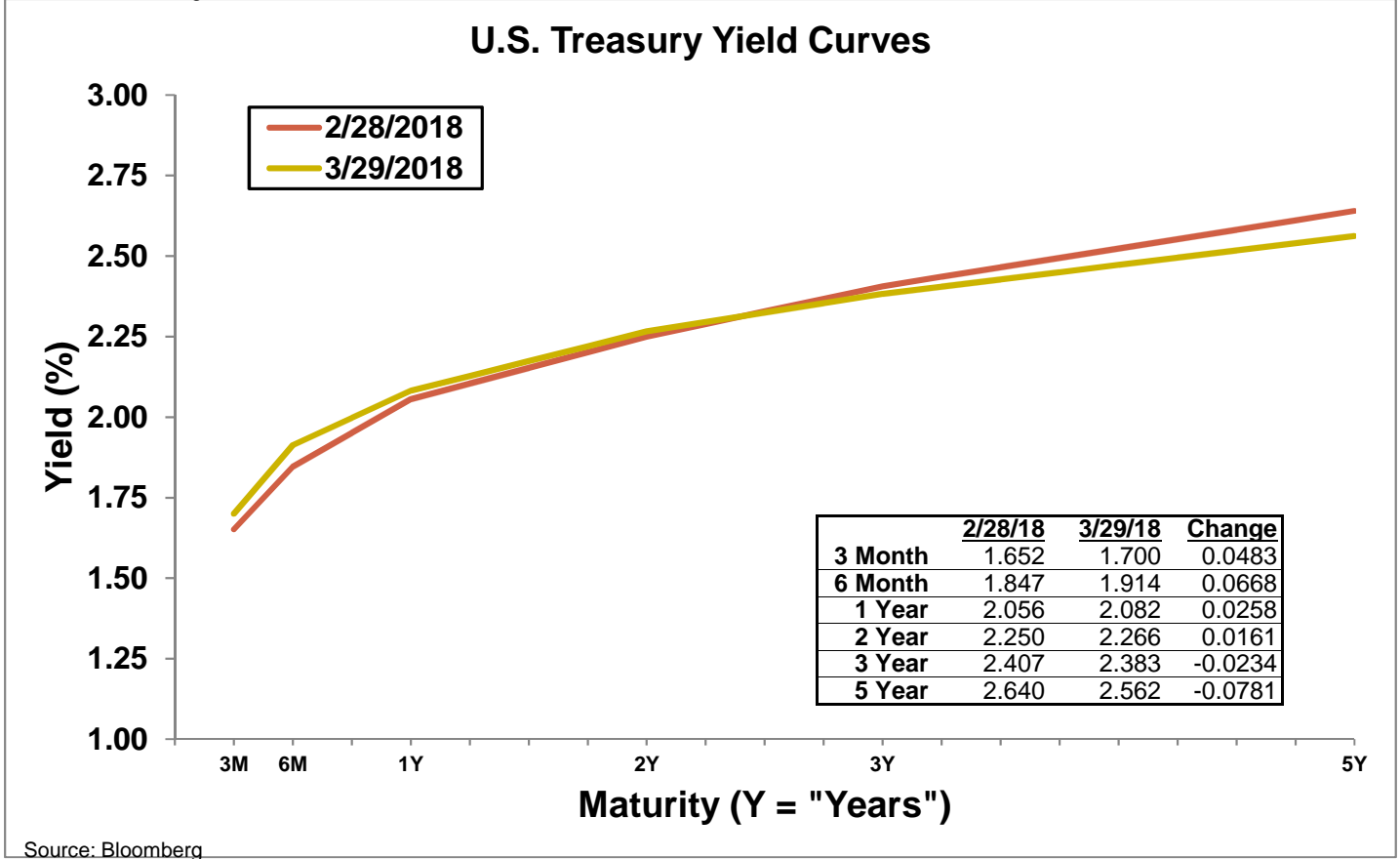
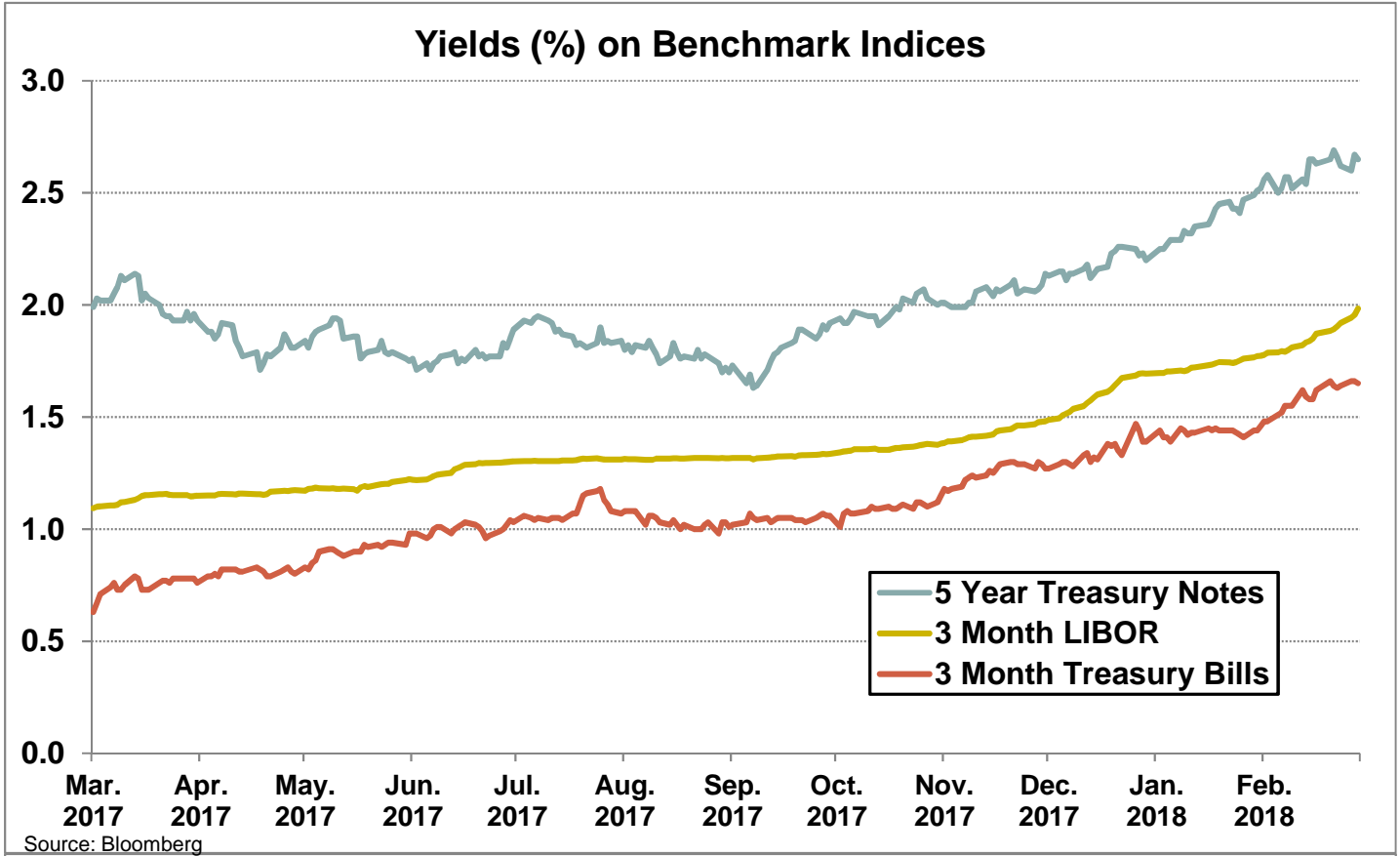


Callable bonds shown at maturity date.

### Asset Allocation by Market Value



# Yield Curves



# Investment Inventory

## Pooled Fund

As of March 31, 2018

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Amortized		Market Value			
				Date	Date			Book Value	Book Value				
U.S. Treasuries	912796N1	TREASURY BILL	3/8/18	4/5/18	0.00	\$	50,000,000	\$	49,939,722	\$	49,991,389	\$	49,995,667
U.S. Treasuries	912796PB9	TREASURY BILL	1/18/18	4/19/18	0.00		100,000,000		99,641,056		99,929,000		99,930,700
U.S. Treasuries	912796LX5	TREASURY BILL	4/27/17	4/26/18	0.00		25,000,000		24,732,056		24,732,056		24,975,463
U.S. Treasuries	912796PC7	TREASURY BILL	2/1/18	5/3/18	0.00		100,000,000		99,639,792		99,873,333		99,868,235
U.S. Treasuries	912828XF2	US TREASURY	6/14/17	6/15/18	1.13		50,000,000		49,931,641		49,985,992		49,934,000
U.S. Treasuries	912796NQ8	TREASURY BILL	2/13/18	8/16/18	0.00		50,000,000		49,552,778		49,667,014		49,657,007
U.S. Treasuries	912828C3	US TREASURY	2/14/18	8/31/18	0.75		25,000,000		24,857,422		24,890,546		24,882,750
U.S. Treasuries	912796QA0	TREASURY BILL	3/29/18	9/27/18	0.00		50,000,000		49,520,354		49,528,260		49,541,127
U.S. Treasuries	912796QA0	TREASURY BILL	3/29/18	9/27/18	0.00		50,000,000		49,523,261		49,531,119		49,541,127
U.S. Treasuries	912828L81	US TREASURY	12/13/17	10/15/18	0.88		50,000,000		49,736,929		49,784,984		49,705,000
U.S. Treasuries	912828T83	US TREASURY	1/10/18	10/15/18	0.88		50,000,000		49,776,442		49,767,480		49,705,000
U.S. Treasuries	912828WD8	US TREASURY	12/19/17	10/31/18	0.75		25,000,000		24,851,320		24,831,498		24,824,250
U.S. Treasuries	912828V56	US TREASURY	2/15/18	1/31/19	1.25		50,000,000		49,889,287		49,628,962		49,601,500
U.S. Treasuries	912796PT0	TREASURY BILL	3/1/18	2/28/19	0.00		50,000,000		48,978,778		49,065,750		49,091,457
U.S. Treasuries	912828XS4	US TREASURY	6/20/17	5/31/19	1.25		50,000,000		49,896,484		49,938,036		49,470,500
U.S. Treasuries	912828N8	US TREASURY	1/16/18	12/31/19	1.88		50,000,000		49,912,530		49,884,634		49,666,000
U.S. Treasuries	912828XU9	US TREASURY	6/20/17	6/15/20	1.50		50,000,000		49,982,422		49,987,014		49,119,000
U.S. Treasuries	912828S27	US TREASURY	8/15/17	6/30/21	1.13		25,000,000		24,519,531		24,597,289		23,982,500
U.S. Treasuries	912828T67	US TSY NT	11/10/16	10/31/21	1.25		100,000,000		49,574,219		49,693,091		47,920,000
U.S. Treasuries	912828U65	US TSY NT	12/13/16	11/30/21	1.75		100,000,000		99,312,500		99,492,244		97,453,000
U.S. Treasuries	912828XW5	US TREASURY	8/15/17	6/30/22	1.75		25,000,000		24,977,539		24,980,429		24,229,500
<b>Subtotals</b>					<b>0.74</b>	<b>\$</b>	<b>\$ 1,125,000,000</b>		<b>\$ 1,118,343,589</b>		<b>\$ 1,119,648,469</b>		<b>\$ 1,112,880,783</b>

Federal Agencies	3137EAE3	FREDDIE MAC	2/8/17	4/9/18	0.75	\$	25,000,000	\$	24,944,750	\$	24,998,960	\$	24,995,250
Federal Agencies	31385VM5	FED HOME LN DISCOUNT NT	1/23/18	4/13/18	0.00		25,000,000		24,921,111		24,988,167		24,987,250
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	4/16/15	4/16/18	1.84		50,000,000		49,992,422		49,999,896		50,002,000
Federal Agencies	3132X0SB8	FARMER MAC	8/10/17	4/19/18	1.25		10,000,000		9,998,000		9,999,857		9,998,400
Federal Agencies	3132X0SB8	FARMER MAC	4/19/17	4/19/18	1.25		50,000,000		50,000,000		50,000,000		49,992,000
Federal Agencies	31331KJ7	FEDERAL FARM CREDIT BANK	2/2/16	4/25/18	3.00		14,230,000		14,876,184		14,249,076		14,246,649
Federal Agencies	3135G0WJ8	FANNIE MAE	5/23/13	5/21/18	0.88		25,000,000		24,786,500		24,994,147		24,971,000
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	8/24/16	5/24/18	1.00		10,000,000		10,000,000		10,000,000		9,988,500
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	8/24/16	5/24/18	1.00		25,000,000		25,000,000		25,000,000		24,971,250
Federal Agencies	3134G9HC4	FREDDIE MAC	5/25/16	5/25/18	1.00		10,000,000		9,995,000		9,999,630		9,987,900
Federal Agencies	31385XL5	FED HOME LN DISCOUNT NT	5/30/17	5/30/18	1.77		50,000,000		49,376,458		49,376,458		49,863,000
Federal Agencies	3135EFC2	FEDERAL FARM CREDIT BANK	9/8/15	6/8/18	1.77		25,000,000		25,000,000		25,000,000		25,008,750
Federal Agencies	3133EFC2	FEDERAL FARM CREDIT BANK	9/8/15	6/8/18	1.77		50,000,000		50,000,000		50,000,000		50,017,500
Federal Agencies	3135EEW48	FEDERAL FARM CREDIT BANK	6/11/15	6/11/18	1.78		50,000,000		49,996,000		49,999,741		50,017,500
Federal Agencies	3133EFSH1	FEDERAL FARM CREDIT BANK	12/18/15	6/14/18	1.17		25,000,000		24,952,250		24,996,113		24,977,500
Federal Agencies	3135EGGC3	FEDERAL FARM CREDIT BANK	6/20/16	6/20/18	1.94		25,000,000		25,000,000		25,000,000		25,012,500
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/16	6/29/18	1.00		25,000,000		25,000,000		25,000,000		24,948,000
Federal Agencies	3134G9UY1	FREDDIE MAC	6/29/16	6/29/18	1.00		25,000,000		25,000,000		25,000,000		24,948,000
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/16	7/19/18	1.94		25,000,000		25,000,000		25,000,000		25,018,500
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/16	7/19/18	1.94		25,000,000		25,000,000		25,000,000		25,018,500
Federal Agencies	3130A8U50	FEDERAL HOME LOAN BANK	7/29/16	7/25/18	0.83		22,250,000		22,223,211		22,245,757		22,173,905
Federal Agencies	3134G9QC7	FREDDIE MAC	7/27/16	7/27/18	1.05		25,000,000		25,000,000		25,000,000		24,938,500
Federal Agencies	3134G9QC7	FREDDIE MAC	7/27/16	7/27/18	1.05		25,000,000		24,993,750		24,998,998		24,938,500
Federal Agencies	3133EGFQ3	FEDERAL FARM CREDIT BANK	9/21/16	9/14/18	0.88		25,000,000		24,981,000		24,995,638		24,885,500
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	9/28/16	9/28/18	1.05		25,000,000		25,000,000		25,000,000		24,883,250

# Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/16	10/17/18	1.94	25,000,000	25,000,000	25,000,000	25,035,250
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	6/17/16	10/17/18	1.94	25,000,000	25,000,000	25,000,000	25,035,250
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	11/8/17	12/14/18	1.75	2,770,000	2,775,337	2,773,420	2,764,100
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	12/20/16	12/14/18	1.75	15,000,000	15,127,350	15,045,206	14,968,050
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	8/23/17	12/14/18	1.75	25,000,000	25,136,250	25,073,256	24,946,750
Federal Agencies	3135G0G72	FANNIE MAE	11/8/17	12/14/18	1.13	3,775,000	3,756,648	3,763,238	3,750,425
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	6/21/16	1/2/19	1.83	25,000,000	25,000,000	25,000,000	25,035,500
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	1/3/17	1/3/19	1.74	25,000,000	25,000,000	25,000,000	25,015,250
Federal Agencies	3130A8V23	FREDDIE MAC	1/17/17	1/17/19	1.50	25,000,000	25,000,000	25,000,000	24,971,250
Federal Agencies	3130A8VZ3	FEDERAL HOME LOAN BANK	7/28/16	1/25/19	1.05	25,000,000	25,000,000	25,000,000	24,784,000
Federal Agencies	3132X0EK3	FARMER MAC	1/25/16	1/25/19	1.85	25,000,000	25,000,000	25,000,000	25,031,000
Federal Agencies	3134GAS39	FREDDIE MAC	2/11/17	2/1/19	1.50	25,000,000	25,000,000	25,000,000	24,972,750
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	5/25/16	2/25/19	2.05	50,000,000	50,000,000	50,000,000	50,120,000
Federal Agencies	3132X0ED9	FARMER MAC	1/19/16	3/19/19	2.25	40,000,000	40,000,000	40,000,000	40,106,800
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	3/22/18	3/22/19	2.13	25,000,000	24,993,050	24,993,240	24,997,500
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	3/22/18	3/22/19	2.13	25,000,000	24,993,050	24,993,240	24,997,500
Federal Agencies	3134GBFR8	FREDDIE MAC	4/5/17	4/5/19	1.40	25,000,000	25,000,000	25,000,000	24,756,500
Federal Agencies	3133EGAV7	FEDERAL FARM CREDIT BANK	12/5/17	5/17/19	1.17	50,350,000	49,891,060	49,969,829	49,752,346
Federal Agencies	3136G3QP3	FANNIE MAE	5/24/16	5/24/19	1.25	10,000,000	10,000,000	10,000,000	9,894,400
Federal Agencies	3130ABF92	FEDERAL HOME LOAN BANK	5/12/17	5/28/19	1.38	30,000,000	29,943,300	29,967,926	29,724,000
Federal Agencies	3133EHLG6	FEDERAL FARM CREDIT BANK	5/30/17	5/30/19	1.32	27,000,000	26,983,800	26,990,591	26,737,230
Federal Agencies	3133EHMR1	FEDERAL FARM CREDIT BANK	6/12/17	6/12/19	1.38	50,000,000	50,000,000	50,000,000	49,546,000
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	6/9/17	6/14/19	1.63	25,000,000	25,105,750	25,063,162	24,835,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	8/23/17	6/14/19	1.63	25,000,000	25,108,750	25,072,335	24,835,500
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	8/9/17	6/14/19	1.63	35,750,000	35,875,840	35,831,964	35,514,765
Federal Agencies	3134G9QW0	FREDDIE MAC	6/14/16	6/14/19	1.28	50,000,000	50,000,000	50,000,000	49,463,500
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	8/23/17	7/11/19	1.40	15,000,000	15,005,400	15,003,663	14,853,750
Federal Agencies	3134G9YR2	FREDDIE MAC	7/12/16	7/12/19	1.50	50,000,000	50,000,000	50,000,000	49,631,500
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/16	8/9/19	1.90	25,000,000	25,000,000	25,000,000	25,079,000
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	6/9/16	8/9/19	1.90	25,000,000	25,000,000	25,000,000	25,079,000
Federal Agencies	3134G94F1	FREDDIE MAC	8/15/16	8/15/19	1.25	25,000,000	25,000,000	25,000,000	24,670,500
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	12/20/16	8/20/19	1.94	50,000,000	50,000,000	50,000,000	50,098,000
Federal Agencies	3135G0P23	FANNIE MAE	8/30/16	8/23/19	1.25	20,000,000	20,000,000	20,000,000	19,727,600
Federal Agencies	3136G3X59	FANNIE MAE	8/23/16	8/23/19	1.10	25,000,000	25,000,000	25,000,000	24,610,500
Federal Agencies	3134G9G50	FREDDIE MAC	5/26/16	8/26/19	1.25	25,000,000	25,000,000	25,000,000	24,659,750
Federal Agencies	3134GAFY5	FREDDIE MAC	11/28/17	8/28/19	1.30	8,450,000	8,374,795	8,389,412	8,330,686
Federal Agencies	3134GAHR8	FREDDIE MAC	9/23/16	9/23/19	1.50	25,000,000	25,000,000	25,000,000	24,869,750
Federal Agencies	3135G0Q30	FANNIE MAE	10/21/16	9/27/19	1.18	50,000,000	50,000,000	50,000,000	49,208,500
Federal Agencies	3132X0KH3	FARMER MAC	10/6/16	10/11/19	1.70	50,000,000	50,000,000	50,000,000	50,129,500
Federal Agencies	3133EGXK6	FEDERAL FARM CREDIT BANK	12/11/17	10/11/19	1.12	20,000,000	19,763,111	19,779,758	19,647,800
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/16	10/11/19	1.50	15,000,000	15,000,000	15,000,000	14,826,750
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	10/13/17	10/21/19	1.50	21,500,000	21,461,945	21,470,711	21,252,535
Federal Agencies	3136G0T68	FANNIE MAE	8/28/17	10/24/19	1.33	14,000,000	13,968,220	13,976,942	13,785,940
Federal Agencies	3134GBHT2	FREDDIE MAC	9/12/17	10/25/19	1.63	50,000,000	50,024,500	50,018,129	49,484,500
Federal Agencies	3136G4FJ7	FANNIE MAE	10/25/16	10/25/19	1.20	25,000,000	25,000,000	25,000,000	24,589,250
Federal Agencies	3136G4EZ2	FANNIE MAE	10/28/16	10/30/19	1.13	50,000,000	49,950,000	49,973,701	49,113,000
Federal Agencies	3134GAVL5	FREDDIE MAC	11/4/16	11/4/19	1.17	100,000,000	100,000,000	100,000,000	98,269,000
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/16	11/26/19	1.35	8,950,000	8,950,000	8,950,000	8,816,019
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	12/21/16	12/2/19	1.83	50,000,000	50,000,000	50,000,000	50,158,500
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/17	12/13/19	2.38	11,360,000	11,466,387	11,449,472	11,369,429

# 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	3130A0JR2	FEDERAL HOME LOAN BANK	12/12/17	12/13/19	2.38	20,000,000	20,186,124	20,158,116	20,016,600
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	12/15/17	12/13/19	2.38	40,000,000	40,374,478	40,314,936	40,033,200
Federal Agencies	3132X0PG0	FARMER MAC	2/10/17	1/3/20	1.76	50,000,000	50,000,000	50,000,000	50,091,000
Federal Agencies	3134G9VR5	FREDDIE MAC	7/6/16	1/6/20	1.38	25,000,000	25,000,000	25,000,000	24,702,000
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/17	1/17/20	1.65	1,000,000	996,070	996,741	988,840
Federal Agencies	3136G4KQ5	FANNIE MAE	11/17/17	1/17/20	1.65	31,295,000	31,172,011	31,193,001	30,945,748
Federal Agencies	3130ADN32	FEDERAL HOME LOAN BANK	2/9/18	2/11/20	2.13	50,000,000	49,908,500	49,914,875	49,793,000
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	5/17/17	3/13/20	1.88	15,710,000	15,843,849	15,802,435	15,560,127
Federal Agencies	3133EHZN6	FEDERAL FARM CREDIT BANK	9/20/17	3/20/20	1.45	20,000,000	19,979,400	19,983,759	19,656,600
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	3/27/18	3/27/20	2.38	50,000,000	49,964,246	49,964,246	50,001,500
Federal Agencies	3136G3TK1	FANNIE MAE	7/6/16	4/6/20	1.50	25,000,000	25,000,000	25,000,000	24,810,250
Federal Agencies	3136G4BL6	FANNIE MAE	10/17/16	4/17/20	1.25	15,000,000	15,000,000	15,000,000	14,674,800
Federal Agencies	3134GBLY6	FREDDIE MAC	5/8/17	5/8/20	1.50	25,000,000	25,000,000	25,000,000	24,917,750
Federal Agencies	3134GBPB2	FREDDIE MAC	5/30/17	5/22/20	1.70	15,750,000	15,750,000	15,750,000	15,517,215
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/17	6/15/20	1.54	25,000,000	24,997,500	24,998,162	24,540,750
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	6/15/17	6/15/20	1.54	26,900,000	26,894,620	26,896,044	26,405,847
Federal Agencies	3134GBST0	FREDDIE MAC	6/22/17	6/22/20	1.65	14,675,000	14,675,000	14,675,000	14,433,743
Federal Agencies	3134GBTX0	FREDDIE MAC	6/29/17	6/29/20	1.75	50,000,000	49,990,000	49,992,518	49,232,500
Federal Agencies	3136G3TG0	FANNIE MAE	6/30/16	6/30/20	1.15	15,000,000	15,000,000	15,000,000	14,714,100
Federal Agencies	3134GB5M0	FREDDIE MAC	12/1/17	7/1/20	1.96	50,000,000	50,000,000	50,000,000	49,596,000
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	7/6/17	7/6/20	1.55	25,000,000	24,989,961	24,992,425	24,527,500
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	7/13/17	7/13/20	1.75	50,000,000	50,000,000	50,000,000	49,293,500
Federal Agencies	3134GBXV9	FREDDIE MAC	7/13/17	7/13/20	1.85	50,000,000	50,000,000	50,000,000	49,257,500
Federal Agencies	3135G0T60	FANNIE MAE	8/1/17	7/30/20	1.50	50,000,000	49,848,500	49,882,151	48,997,500
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	8/28/17	8/28/20	1.65	6,700,000	6,699,330	6,699,462	6,584,291
Federal Agencies	3130ABZLN9	FEDERAL HOME LOAN BANK	8/28/17	8/28/20	1.80	25,000,000	25,000,000	25,000,000	24,630,500
Federal Agencies	3130ABZLN9	FEDERAL HOME LOAN BANK	8/28/17	8/28/20	1.80	50,000,000	50,000,000	50,000,000	49,261,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	3/14/18	9/14/20	2.40	25,000,000	24,984,458	24,984,763	25,003,000
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/17	9/28/20	1.38	18,000,000	17,942,220	17,952,834	17,558,640
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	9/8/17	9/28/20	1.38	30,000,000	29,903,700	29,921,390	29,264,400
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	3/12/18	10/5/20	1.70	25,530,000	25,224,378	25,045,653	25,069,949
Federal Agencies	3132X0KR1	FARMER MAC	11/2/16	11/2/20	1.87	25,000,000	25,000,000	25,000,000	25,124,000
Federal Agencies	3132X0ZF1	FARMER MAC	11/13/17	11/9/20	1.93	12,000,000	11,972,573	11,973,819	11,839,080
Federal Agencies	3137EAEK1	FREDDIE MAC	11/15/17	11/17/20	1.88	50,000,000	49,952,000	49,957,989	49,264,000
Federal Agencies	3134GBX56	FREDDIE MAC	11/24/17	11/24/20	2.25	60,000,000	60,223,200	60,197,133	59,708,400
Federal Agencies	3134GBLR1	FREDDIE MAC	5/25/17	11/25/20	1.75	24,715,000	24,712,529	24,713,129	24,231,080
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/17	11/27/20	1.90	25,000,000	24,992,629	24,993,470	24,649,250
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	11/27/17	11/27/20	1.90	25,000,000	24,992,629	24,993,470	24,649,250
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	12/13/17	12/11/20	1.88	10,000,000	9,958,642	9,961,825	9,854,500
Federal Agencies	3132X0ZY0	FARMER MAC	12/15/17	12/15/20	2.05	12,750,000	12,741,458	12,742,291	12,591,645
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	12/21/16	12/21/20	2.03	50,000,000	50,000,000	50,000,000	50,214,000
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/15	12/24/20	2.20	100,000,000	100,000,000	100,000,000	100,717,000
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	1/25/17	1/25/21	2.03	20,000,000	20,000,000	20,000,000	20,075,200
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	1/25/17	1/25/21	2.03	20,000,000	20,000,000	20,000,000	20,075,200
Federal Agencies	3130AC2K9	FEDERAL HOME LOAN BANK	9/20/17	2/10/21	1.87	50,200,000	50,189,960	50,191,524	49,367,182
Federal Agencies	3137EAEI9	FREDDIE MAC	2/16/18	2/16/21	2.38	22,000,000	21,941,920	21,944,252	21,937,740
Federal Agencies	3134GBD57	FREDDIE MAC	8/30/17	2/26/21	1.80	5,570,000	5,569,443	5,569,536	5,452,696
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8/11/17	3/22/21	2.20	8,585,000	8,593,327	8,591,856	8,585,172
Federal Agencies	3132X0Q53	FARMER MAC	3/29/18	3/29/21	2.60	6,350,000	6,343,079	6,343,097	6,356,604
Federal Agencies	3132X0Q53	FARMER MAC	3/29/18	3/29/21	2.60	20,450,000	20,427,710	20,427,771	20,471,268

# 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	3134GBJP8	FREDDIE MAC	11/16/17	5/3/21	1.89	22,000,000	21,889,615	21,888,092	21,528,320
Federal Agencies	3130ACVS0	FEDERAL HOME LOAN BANK	11/30/17	6/15/21	2.13	50,000,000	50,000,000	50,000,000	49,230,000
Federal Agencies	3130ACVS0	FEDERAL HOME LOAN BANK	11/30/17	6/15/21	2.13	50,000,000	50,000,000	50,000,000	49,230,000
Federal Agencies	3134GBJ60	FREDDIE MAC	9/29/17	6/29/21	1.90	50,000,000	50,000,000	50,000,000	48,900,500
Federal Agencies	3134G9H26	FREDDIE MAC	1/29/18	6/30/21	1.50	1,219,000	1,203,407	1,202,782	1,199,789
Federal Agencies	3134G9H26	FREDDIE MAC	1/25/18	6/30/21	1.50	3,917,000	3,874,076	3,872,474	3,855,268
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	11/1/17	7/1/21	2.08	100,000,000	100,000,000	100,000,000	98,412,000
Federal Agencies	3134GBM25	FREDDIE MAC	10/2/17	7/1/21	1.92	50,000,000	50,000,000	50,000,000	48,953,500
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	9/18/17	9/13/21	1.88	25,000,000	24,927,500	24,937,210	24,400,250
Federal Agencies	3135G0Q89	FANNIE MAE	10/21/16	10/7/21	1.38	25,000,000	25,000,000	25,000,000	24,026,000
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/16	10/25/21	1.38	14,500,000	14,500,000	14,500,000	13,911,445
Federal Agencies	3133EGZJ7	FEDERAL FARM CREDIT BANK	10/25/16	10/25/21	1.38	15,000,000	15,000,000	15,000,000	14,391,150
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	12/8/16	12/8/21	1.98	25,000,000	25,000,000	25,000,000	25,148,000
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	12/8/16	12/8/21	1.98	25,000,000	25,000,000	25,000,000	25,148,000
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	9/8/17	12/15/21	2.00	50,000,000	50,000,000	50,000,000	48,737,500
Federal Agencies	3135G0T45	FANNIE MAE	6/6/17	4/5/22	1.88	25,000,000	25,072,250	25,060,004	24,344,500
Federal Agencies	3134GBQ60	FREDDIE MAC	5/25/17	5/25/22	2.18	50,000,000	50,000,000	50,000,000	48,917,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/6/17	6/2/22	1.88	50,000,000	50,059,250	50,049,527	48,528,500
Federal Agencies	3133EHL7	FEDERAL FARM CREDIT BANK	6/9/17	6/2/22	1.88	50,000,000	49,997,500	49,997,907	48,528,500
Federal Agencies	3134GBF72	FREDDIE MAC	9/15/17	6/15/22	2.01	50,000,000	50,000,000	50,000,000	48,466,000
Federal Agencies	3134GBN73	FREDDIE MAC	10/2/17	7/1/22	2.07	50,000,000	50,000,000	50,000,000	48,772,000
Federal Agencies	3134GBW99	FREDDIE MAC	11/1/17	7/1/22	2.24	100,000,000	100,000,000	100,000,000	98,077,000
Federal Agencies	3134GBXU1	FREDDIE MAC	7/27/17	7/27/22	2.25	31,575,000	31,575,000	31,575,000	30,786,888
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	9/1/17	9/1/22	2.17	50,000,000	50,000,000	50,000,000	48,509,000
<b>Subtotals</b>					<b>1.70</b>	<b>\$ 4,596,776,000</b>	<b>\$ 4,595,724,972</b>	<b>\$ 4,595,194,301</b>	<b>\$ 4,551,885,764</b>
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUE	6/30/16	5/15/18	0.99	2,470,000	2,470,000	2,470,000	2,466,517
State/Local Agencies	546456CY8	LOUISIANA ST CITIZENS PROPRT	11/30/16	6/1/18	6.13	4,500,000	4,822,065	4,535,850	4,533,435
State/Local Agencies	603786GJ7	MINNEAPOLIS MN REVENUE	12/1/16	8/1/18	4.88	1,000,000	1,057,030	1,011,444	1,010,670
State/Local Agencies	13063C4V9	CALIFORNIA ST	11/3/16	11/1/18	1.05	50,000,000	50,147,500	50,043,359	49,683,500
State/Local Agencies	13063DAB4	CALIFORNIA ST	4/27/17	4/1/19	1.59	23,000,000	23,000,000	23,000,000	22,853,260
State/Local Agencies	13063CKL3	CALIFORNIA ST	10/27/16	5/1/19	2.25	4,750,000	4,879,058	4,805,653	4,750,428
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUE	6/30/16	5/15/19	1.23	2,000,000	2,000,000	2,000,000	1,974,540
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/5/15	7/1/19	1.80	4,180,000	4,214,443	4,191,506	4,161,650
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/2/15	7/1/19	1.80	16,325,000	16,461,640	16,370,547	16,253,333
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/15	10/1/19	6.09	8,500,000	10,217,510	9,080,268	8,919,560
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL	8/16/16	5/1/20	1.45	18,000,000	18,000,000	18,000,000	17,603,640
State/Local Agencies	13066TYT5	CALIFORNIA ST DEPT OF WTR RES	2/6/17	5/1/21	1.71	29,139,823	28,646,777	28,780,490	28,436,388
State/Local Agencies	91412GF59	UNIV OF CALIFORNIA CA REVENUE	8/9/16	5/15/21	1.91	1,769,000	1,810,695	1,796,318	1,735,548
<b>Subtotals</b>					<b>1.86</b>	<b>\$ 165,633,823</b>	<b>\$ 167,726,719</b>	<b>\$ 166,085,434</b>	<b>\$ 164,382,469</b>
Public Time Deposits	PP302GIL3	BANK OF SAN FRANCISCO	4/11/17	4/11/18	1.37	240,000	240,000	240,000	240,000
Public Time Deposits	PPA01U877	PREFERRED BANK LA CALIF	5/16/17	5/16/18	1.44	240,000	240,000	240,000	240,000
Public Time Deposits	PPA30X603	SAN FRANCISCO CREDIT UNION	3/5/18	6/5/18	1.58	9,500,000	9,500,000	9,500,000	9,500,000
Public Time Deposits	PPQD16IX7	BRIDGE BANK	3/27/18	6/25/18	1.73	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPF00EG70	BANK OF SAN FRANCISCO	3/16/18	9/12/18	1.91	5,000,000	5,000,000	5,000,000	5,000,000
<b>Subtotals</b>					<b>1.70</b>	<b>\$ 24,980,000</b>	<b>\$ 24,980,000</b>	<b>\$ 24,980,000</b>	<b>\$ 24,980,000</b>



# 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	78009N5U6	ROYAL BANK OF CANADA NY	12/22/17	4/24/18	1.78	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,003,056
Negotiable CDs	78009N163	ROYAL BANK OF CANADA NY	5/10/17	5/10/18	1.47	50,000,000	50,000,000	50,000,000	49,987,119
Negotiable CDs	06417GZM1	BANK OF NOVA SCOTIA HOUSTON	10/16/17	5/14/18	1.54	50,000,000	50,000,000	50,000,000	49,990,734
Negotiable CDs	06417GXY9	BANK OF NOVA SCOTIA HOUSTON	8/30/17	5/25/18	1.48	35,000,000	35,000,000	35,000,000	34,988,548
Negotiable CDs	89113W2C9	TORONTO DOMINION BANK NY	6/2/17	6/4/18	1.46	50,000,000	50,000,000	50,000,000	49,978,347
Negotiable CDs	78009NU46	ROYAL BANK OF CANADA NY	6/12/17	6/12/18	2.20	50,000,000	50,000,000	50,000,000	50,052,487
Negotiable CDs	89113XB89	TORONTO DOMINION BANK NY	8/10/17	6/15/18	1.50	50,000,000	50,000,000	50,000,000	49,979,352
Negotiable CDs	89113XBV5	TORONTO DOMINION BANK NY	8/16/17	6/15/18	1.50	50,000,000	50,000,000	50,000,000	49,979,396
Negotiable CDs	06371EDT1	BANK OF MONTREAL CHICAGO	7/6/17	7/2/18	1.87	50,000,000	50,000,000	50,000,000	49,967,820
Negotiable CDs	06371EMD6	BANK OF MONTREAL CHICAGO	9/1/17	7/2/18	1.50	50,000,000	50,000,000	50,000,000	49,917,959
Negotiable CDs	06371EQT7	BANK OF MONTREAL CHICAGO	10/4/17	7/2/18	1.86	50,000,000	50,000,000	50,000,000	49,966,533
Negotiable CDs	06371EXP7	BANK OF MONTREAL CHICAGO	12/8/17	7/2/18	1.75	50,000,000	50,000,000	50,000,000	49,950,973
Negotiable CDs	78009N6F8	ROYAL BANK OF CANADA NY	1/4/18	7/2/18	1.82	50,000,000	50,000,000	50,000,000	49,960,277
Negotiable CDs	89113W5H5	TORONTO DOMINION BANK NY	7/6/17	7/2/18	1.55	50,000,000	50,000,000	50,000,000	49,923,634
Negotiable CDs	89113XAT1	TORONTO DOMINION BANK NY	8/8/17	7/2/18	1.48	50,000,000	50,000,000	50,000,000	49,915,152
Negotiable CDs	96121T3R7	WESTPAC BANKING CORP NY	7/7/17	7/2/18	1.82	50,000,000	50,000,000	50,000,000	49,961,385
Negotiable CDs	06371E2G1	BANK OF MONTREAL CHICAGO	3/29/18	7/9/18	2.25	25,000,000	25,000,000	25,000,000	25,008,957
Negotiable CDs	78009NX50	ROYAL BANK OF CANADA NY	7/24/17	7/24/18	2.07	50,000,000	50,000,000	50,000,000	49,992,277
Negotiable CDs	96121T3W6	WESTPAC BANKING CORP NY	1/26/17	7/26/18	2.02	50,000,000	50,000,000	50,000,000	49,984,041
Negotiable CDs	96121T4D7	WESTPAC BANKING CORP NY	8/9/17	8/9/18	1.53	50,000,000	50,000,000	50,000,000	49,889,668
Negotiable CDs	89113XWK6	TORONTO DOMINION BANK NY	2/5/18	8/31/18	2.00	50,000,000	50,000,000	50,000,000	49,973,388
Negotiable CDs	06371EN60	BANK OF MONTREAL CHICAGO	2/9/18	9/6/18	2.05	25,000,000	25,000,000	25,000,000	24,991,682
Negotiable CDs	06417GK72	BANK OF NOVA SCOTIA HOUSTON	2/14/18	9/17/18	2.09	50,000,000	50,000,000	50,000,000	49,999,209
Negotiable CDs	65602UP85	NORINCHUKIN BANK (NY)	3/29/18	9/28/18	2.28	50,000,000	50,000,000	50,000,000	49,899,978
Negotiable CDs	06371EQJ9	BANK OF MONTREAL CHICAGO	10/3/17	10/1/18	1.88	50,000,000	50,000,000	50,000,000	49,914,387
Negotiable CDs	96121T4S4	WESTPAC BANKING CORP NY	10/11/17	10/15/18	1.97	50,000,000	50,000,000	50,000,000	44,948,756
Negotiable CDs	06371ERP4	BANK OF MONTREAL CHICAGO	10/16/17	10/25/18	2.08	45,000,000	45,000,000	45,000,000	49,940,195
Negotiable CDs	06417GZR2	BANK OF NOVA SCOTIA HOUSTON	10/25/17	10/25/18	2.07	50,000,000	50,000,000	50,000,000	49,940,195
Negotiable CDs	89113XJJ4	TORONTO DOMINION BANK NY	10/18/17	10/25/18	2.07	50,000,000	50,000,000	50,000,000	49,940,195
Negotiable CDs	06417GZT8	BANK OF NOVA SCOTIA HOUSTON	11/2/17	11/9/18	1.92	50,000,000	50,000,000	50,000,000	49,888,721
Negotiable CDs	89113XLP7	TORONTO DOMINION BANK NY	11/2/17	11/9/18	1.91	50,000,000	50,000,000	50,000,000	49,885,648
Negotiable CDs	78009N3T1	ROYAL BANK OF CANADA NY	11/20/17	11/20/18	1.83	50,000,000	50,000,000	50,000,000	49,851,023
Negotiable CDs	78012UAW5	ROYAL BANK OF CANADA NY	2/27/18	11/27/18	2.18	25,000,000	25,000,000	25,000,000	24,982,567
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	12/6/17	12/6/18	1.92	25,000,000	25,000,000	25,000,000	24,938,124
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	12/6/17	12/6/18	1.92	50,000,000	50,000,000	50,000,000	49,876,248
Negotiable CDs	06417GC48	BANK OF NOVA SCOTIA HOUS	12/7/17	12/7/18	1.93	50,000,000	50,000,000	50,000,000	49,880,377
Negotiable CDs	78009N5B8	ROYAL BANK OF CANADA NY	12/8/17	12/7/18	1.93	50,000,000	50,000,000	50,000,000	49,879,614
Negotiable CDs	96121T5B0	WESTPAC BANKING CORP NY	12/7/17	12/7/18	1.90	50,000,000	50,000,000	50,000,000	49,869,248
Negotiable CDs	78009N5M4	ROYAL BANK OF CANADA NY	12/19/17	12/19/18	2.05	50,000,000	50,000,000	50,000,000	49,916,067
Negotiable CDs	96121T5K0	WESTPAC BANKING CORP NY	12/27/17	12/21/18	2.07	50,000,000	50,000,000	50,000,000	49,923,627
Negotiable CDs	06371EA64	BANK OF MONTREAL CHICAGO	12/27/17	12/24/18	2.05	25,000,000	25,000,000	25,000,000	24,955,675
Negotiable CDs	96121T5M6	WESTPAC BANKING CORP NY	12/28/17	12/28/18	2.11	50,000,000	50,000,000	50,000,000	49,894,091
Negotiable CDs	06371EFH5	BANK OF MONTREAL CHICAGO	7/17/17	1/17/19	1.96	50,000,000	50,000,000	50,000,000	49,829,055
Negotiable CDs	06371EL21	BANK OF MONTREAL CHICAGO	1/29/18	1/23/19	2.11	25,000,000	25,000,000	25,000,000	24,943,337
Negotiable CDs	96121T7B8	WESTPAC BANKING CORP NY	3/5/18	3/5/19	2.21	50,000,000	50,000,000	50,000,000	49,826,115
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	3/9/17	3/8/19	2.33	27,838,000	27,838,000	27,838,000	27,821,458
Negotiable CDs	78012UCE3	ROYAL BANK OF CANADA NY	3/28/18	4/1/19	2.36	50,000,000	50,000,000	50,000,000	49,933,229
<b>Subtotals</b>					<b>1.89</b>	<b>\$ 2,157,838,000</b>	<b>\$ 2,157,838,000</b>	<b>\$ 2,157,838,000</b>	<b>\$ 2,155,091,420</b>

# Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Commercial Paper	19416FD27	COLGATE-PALMOLIVE CO	3/29/18	4/2/18	0.00	\$ 18,000,000	\$ 17,996,620	\$ 17,999,155	\$ 17,999,035
Commercial Paper	89233HD27	TOYOTA MOTOR CREDIT CORP	12/15/17	4/2/18	0.00	50,000,000	49,748,000	49,997,667	49,997,319
Commercial Paper	19416FD50	COLGATE-PALMOLIVE CO	3/29/18	4/5/18	0.00	60,000,000	59,979,933	59,988,533	59,987,133
Commercial Paper	06538CDQ1	BANK TOKYO-MIT UFJ NY	10/18/17	4/24/18	0.00	40,000,000	39,680,400	39,960,900	39,950,678
Commercial Paper	06538CDW8	BANK TOKYO-MIT UFJ NY	1/4/18	4/30/18	0.00	50,000,000	49,718,056	49,929,514	49,922,264
Commercial Paper	89233HEE0	TOYOTA MOTOR CREDIT CORP	1/22/18	5/14/18	0.00	50,000,000	49,727,778	49,895,486	49,884,736
Commercial Paper	06538CF89	BANK TOKYO-MIT UFJ NY	9/12/17	6/8/18	0.00	50,000,000	49,417,167	49,417,167	49,809,222
Commercial Paper	06538CF89	BANK TOKYO-MIT UFJ NY	9/19/17	6/15/18	0.00	50,000,000	49,417,167	49,837,500	49,789,583
Commercial Paper	06538CG21	BANK TOKYO-MIT UFJ NY	3/26/18	7/2/18	0.00	45,000,000	44,715,800	44,733,200	44,751,600
Commercial Paper	06538CG21	BANK TOKYO-MIT UFJ NY	1/4/18	7/2/18	0.00	50,000,000	49,545,042	49,766,167	49,724,000
Commercial Paper	06538CG21	BANK TOKYO-MIT UFJ NY	3/1/18	7/2/18	0.00	50,000,000	49,642,958	49,732,944	49,724,000
Commercial Paper	89233HGP3	TOYOTA MOTOR CREDIT CORP	3/28/18	7/23/18	0.00	50,000,000	49,623,000	49,635,889	49,661,000
Commercial Paper	06538CKK6	BANK TOKYO-MIT UFJ NY	1/22/18	10/19/18	0.00	25,000,000	24,615,625	24,713,854	24,671,979
Commercial Paper	06538CKK6	BANK TOKYO-MIT UFJ NY	1/24/18	10/19/18	0.00	45,000,000	44,313,250	44,484,938	44,409,563
Commercial Paper	06538CKN0	BANK TOKYO-MIT UFJ NY	1/25/18	10/22/18	0.00	25,000,000	24,708,167	24,708,167	24,667,083
Commercial Paper	89233HL93	TOYOTA MOTOR CREDIT CORP	2/15/18	11/9/18	0.00	50,000,000	49,184,167	49,321,667	49,275,417
<b>Subtotals</b>					<b>0.00</b>	<b>\$ 708,000,000</b>	<b>\$ 701,938,712</b>	<b>\$ 704,122,747</b>	<b>\$ 704,224,613</b>
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	1/9/17	1/9/19	1.96	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,054,000
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	1/11/18	1/10/20	2.20	20,000,000	19,982,200	19,984,153	19,823,600
<b>Subtotals</b>					<b>2.03</b>	<b>\$ 70,000,000</b>	<b>\$ 69,982,200</b>	<b>\$ 69,984,153</b>	<b>\$ 69,877,600</b>
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	3/29/18	4/1/18	1.55	\$ 50,031,507	\$ 50,031,507	\$ 50,031,507	\$ 50,031,507
Money Market Funds	31607A703	FIDELITY INST GOV FUND	3/29/18	4/1/18	1.42	245,810,159	245,810,159	245,810,159	245,810,159
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUN	3/29/18	4/1/18	1.61	100,671,769	100,671,769	100,671,769	100,671,769
<b>Subtotals</b>					<b>1.48</b>	<b>\$ 396,513,435</b>	<b>\$ 396,513,435</b>	<b>\$ 396,513,435</b>	<b>\$ 396,513,435</b>
Supranationals	459053VH4	INTL BK RECON & DEVELOP DISCO	3/28/18	4/9/18	0.00	\$ 50,000,000	\$ 49,973,333	\$ 49,982,222	\$ 49,984,000
Supranationals	4581X0BR8	INTER-AMERICAN DEVEL BK	12/28/17	8/24/18	1.75	16,000,000	16,002,560	16,001,553	15,983,840
Supranationals	459058ER0	INTL BK RECON & DEVELOP	10/7/15	10/5/18	1.00	25,000,000	24,957,500	24,992,735	24,872,750
Supranationals	45950VLM6	INTERNATIONAL FINANCE CORP	3/1/18	3/1/19	1.67	50,000,000	50,000,000	50,000,000	49,986,500
Supranationals	459058FQ1	INTL BANK RECON & DEVELOPMEN	11/6/17	9/30/19	1.20	50,000,000	49,483,894	49,592,626	49,179,500
Supranationals	45905UZJ6	INTL BANK RECON & DEVELOPMEN	6/2/17	10/25/19	1.30	25,000,000	24,845,000	24,898,674	24,567,000
Supranationals	45905UZJ6	INTL BK RECON & DEVELOP	6/2/17	10/25/19	1.30	29,300,000	29,118,340	29,181,246	28,792,524
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	3/21/17	4/21/20	1.88	50,000,000	49,956,500	49,971,013	49,454,500
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	4/12/17	5/12/20	1.63	25,000,000	24,940,750	24,959,377	24,633,750
Supranationals	459058GA5	INTL BK RECON & DEVELOPMENT	8/29/17	9/4/20	1.63	50,000,000	49,989,500	49,991,549	48,982,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	11/9/17	11/9/20	1.95	50,000,000	49,965,000	49,969,567	49,310,000
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	12/20/17	11/9/20	1.95	50,000,000	49,829,542	49,745,716	49,310,000
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	1/25/18	1/25/21	2.25	50,000,000	49,853,000	49,861,852	49,592,000
<b>Subtotals</b>					<b>1.52</b>	<b>\$ 520,300,000</b>	<b>\$ 518,914,919</b>	<b>\$ 519,148,131</b>	<b>\$ 514,648,364</b>
<b>Grand Totals</b>					<b>1.50</b>	<b>\$ 9,765,041,258</b>	<b>\$ 9,751,962,546</b>	<b>\$ 9,753,514,671</b>	<b>\$ 9,694,484,447</b>

# Monthly Investment Earnings

## Pooled Fund

For month ended March 31, 2018

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Earnings /Net
U.S. Treasuries	912796LS6	TREASURY BILL	\$ -	0.00	1.45	12/28/17	3/29/18	\$ -	\$ 56,194	\$ -	\$ 56,194
U.S. Treasuries	912796LS6	TREASURY BILL	-	0.00	1.63	3/28/18	3/29/18	-	2,268	-	2,268
U.S. Treasuries	912796NY1	TREASURY BILL	50,000,000	0.00	1.55	3/8/18	4/5/18	-	51,667	-	51,667
U.S. Treasuries	912796PB9	TREASURY BILL	100,000,000	0.00	1.43	1/18/18	4/19/18	-	122,278	-	122,278
U.S. Treasuries	912796LX5	TREASURY BILL	25,000,000	0.00	1.07	4/27/17	4/26/18	22,819	-	-	22,819
U.S. Treasuries	912796PC7	TREASURY BILL	100,000,000	0.00	1.43	2/1/18	5/3/18	47,905	-	-	47,905
U.S. Treasuries	912828XF2	US TREASURY	50,000,000	1.13	1.26	6/14/17	6/15/18	-	5,790	-	5,790
U.S. Treasuries	912796NQ8	TREASURY BILL	50,000,000	0.00	1.77	2/13/18	8/16/18	-	75,347	-	75,347
U.S. Treasuries	912828C23	US TREASURY	25,000,000	0.75	1.82	2/14/18	8/31/18	15,795	22,323	-	38,118
U.S. Treasuries	912796QA0	TREASURY BILL	50,000,000	0.00	1.92	3/29/18	9/27/18	-	7,906	-	7,906
U.S. Treasuries	912796QA0	TREASURY BILL	50,000,000	0.00	1.90	3/29/18	9/27/18	-	7,858	-	7,858
U.S. Treasuries	912828L81	US TREASURY	50,000,000	0.88	1.68	12/13/17	10/15/18	37,260	33,835	-	71,095
U.S. Treasuries	912828L81	US TREASURY	50,000,000	0.88	1.75	1/10/18	10/15/18	37,260	36,589	-	73,849
U.S. Treasuries	912828T83	US TREASURY	25,000,000	0.75	1.92	2/15/18	10/31/18	16,057	24,524	-	40,580
U.S. Treasuries	912828WD8	US TREASURY	50,000,000	1.25	1.71	12/19/17	10/31/18	53,522	19,160	-	72,683
U.S. Treasuries	912828V56	US TREASURY	50,000,000	1.13	2.03	2/15/18	1/31/19	48,170	37,712	-	85,882
U.S. Treasuries	912796PT0	TREASURY BILL	50,000,000	0.00	2.06	3/1/18	2/28/19	-	86,972	-	86,972
U.S. Treasuries	912828XS4	US TREASURY	50,000,000	1.25	1.36	6/20/17	5/31/19	53,228	4,520	-	57,748
U.S. Treasuries	912828N8	US TREASURY	50,000,000	1.88	2.01	1/16/18	12/31/19	80,283	5,597	-	85,880
U.S. Treasuries	912828XU9	US TREASURY	50,000,000	1.50	1.51	6/20/17	6/15/20	63,874	499	-	64,373
U.S. Treasuries	912828S27	US TREASURY	25,000,000	1.13	1.64	8/15/17	6/30/21	24,085	10,526	-	34,611
U.S. Treasuries	912828T67	US TSY NT	50,000,000	1.25	1.43	11/10/16	10/31/21	53,522	7,268	-	60,790
U.S. Treasuries	912828U65	US TSY NT	100,000,000	1.75	1.90	12/13/16	11/30/21	149,038	11,755	-	160,794
U.S. Treasuries	912828XW5	US TREASURY	25,000,000	1.75	1.77	8/15/17	6/30/22	37,465	391	-	37,857
<b>Subtotals</b>			<b>\$ 1,125,000,000</b>				<b>\$ 740,283</b>	<b>\$ 753,689</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,493,973</b>
Federal Agencies	3132X0JL6	FARMER MAC	\$ -	0.88	0.88	9/1/16	3/1/18	\$ -	\$ -	\$ -	\$ -
Federal Agencies	313385TT3	FED HOME LN DISCOUNT NT	-	0.00	1.32	2/15/18	3/2/18	-	733	-	733
Federal Agencies	313313TY4	FED FARM CRD DISCOUNT NT	-	0.00	1.08	4/18/17	3/7/18	4,458	-	-	4,458
Federal Agencies	313313TY4	FED FARM CRD DISCOUNT NT	-	0.00	1.08	4/18/17	3/7/18	4,458	-	-	4,458
Federal Agencies	313385UD6	FED HOME LN DISCOUNT NT	-	0.00	1.35	3/9/18	3/12/18	-	4,500	-	4,500
Federal Agencies	313385UE4	FED HOME LN DISCOUNT NT	-	0.00	1.35	3/12/18	3/13/18	-	1,313	-	1,313
Federal Agencies	313385UF1	FED HOME LN DISCOUNT NT	-	0.00	1.35	3/13/18	3/14/18	-	2,063	-	2,063
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	-	1.63	1.82	5/22/15	3/22/18	47,560	152	-	47,712
Federal Agencies	313385UT1	FED HOME LN DISCOUNT NT	-	0.00	1.55	3/23/18	3/26/18	-	7,104	-	7,104
Federal Agencies	3135EFW8	FEDERAL FARM CREDIT BANK	-	1.78	1.92	1/26/16	3/26/18	30,915	89	-	31,004
Federal Agencies	313385UU8	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/26/18	3/27/18	-	2,222	-	2,222
Federal Agencies	313385UU8	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/26/18	3/27/18	-	2,222	-	2,222
Federal Agencies	313385UU8	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/26/18	3/27/18	-	2,222	-	2,222
Federal Agencies	313385UU8	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/26/18	3/27/18	-	1,333	-	1,333
Federal Agencies	313385UV6	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/27/18	3/28/18	-	2,222	-	2,222
Federal Agencies	313385UV6	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/27/18	3/28/18	-	2,222	-	2,222
Federal Agencies	313385UW4	FED HOME LN DISCOUNT NT	-	0.00	1.60	3/28/18	3/29/18	-	4,444	-	4,444
Federal Agencies	3137EAE43	FREDDIE MAC	25,000,000	0.75	0.94	2/8/17	4/9/18	15,625	4,030	-	19,655
Federal Agencies	313385VM5	FED HOME LN DISCOUNT NT	25,000,000	0.00	1.42	1/23/18	4/13/18	-	30,569	-	30,569
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	1.84	2.01	4/16/15	4/16/18	74,936	214	-	75,151
Federal Agencies	3132X0SB8	FARMER MAC	10,000,000	1.25	1.28	8/10/17	4/19/18	10,417	246	-	10,663
Federal Agencies	3132X0SB8	FARMER MAC	50,000,000	1.25	1.25	4/19/17	4/19/18	52,083	-	-	52,083
Federal Agencies	31331KJ87	FEDERAL FARM CREDIT BANK	14,230,000	3.00	0.94	2/12/16	4/25/18	35,575	(24,639)	-	10,936
Federal Agencies	3135G0WJ8	FANNIE MAE	25,000,000	0.88	1.05	5/23/13	5/21/18	18,229	3,629	-	21,858
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	10,000,000	1.00	1.00	8/24/16	5/24/18	8,333	-	-	8,333
Federal Agencies	3130A8VL4	FEDERAL HOME LOAN BANK	25,000,000	1.00	1.00	8/24/16	5/24/18	20,833	-	-	20,833
Federal Agencies	3134G9HC4	FREDDIE MAC	10,000,000	1.00	1.03	5/25/16	5/25/18	8,333	212	-	8,546

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Federal Agencies	313385XL5	FED HOME LN DISCOUNT NT	50,000,000	0.00	1.25	5/30/17	5/30/18	52,958	-	-	52,958
Federal Agencies	3133EFT2	FEDERAL FARM CREDIT BANK	25,000,000	1.77	1.77	9/8/15	6/8/18	37,383	-	-	37,383
Federal Agencies	3133EFT2	FEDERAL FARM CREDIT BANK	50,000,000	1.77	1.77	9/8/15	6/8/18	74,766	-	-	74,766
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	50,000,000	1.78	1.82	6/11/15	6/11/18	74,630	113	-	74,743
Federal Agencies	3133EFSH1	FEDERAL FARM CREDIT BANK	25,000,000	1.17	1.25	12/18/15	6/14/18	24,375	1,628	-	26,003
Federal Agencies	3133EGGC3	FEDERAL FARM CREDIT BANK	25,000,000	1.94	1.94	6/20/16	6/20/18	38,796	-	-	38,796
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	6/29/16	6/29/18	20,833	-	-	20,833
Federal Agencies	3134G9UY1	FREDDIE MAC	25,000,000	1.00	1.00	6/29/16	6/29/18	20,833	-	-	20,833
Federal Agencies	3133EGQB7	FEDERAL FARM CREDIT BANK	25,000,000	1.94	1.94	5/19/16	7/19/18	38,998	-	-	38,998
Federal Agencies	3133EGQB7	FEDERAL FARM CREDIT BANK	25,000,000	1.94	1.94	5/19/16	7/19/18	38,998	-	-	38,998
Federal Agencies	3130A8U50	FEDERAL HOME LOAN BANK	22,250,000	0.83	0.89	7/29/16	7/25/18	15,390	1,144	-	16,533
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.05	7/27/16	7/27/18	21,875	-	-	21,875
Federal Agencies	3134G9Q67	FREDDIE MAC	25,000,000	1.05	1.06	7/27/16	7/27/18	21,875	265	-	22,140
Federal Agencies	3133EGFQ3	FEDERAL FARM CREDIT BANK	25,000,000	0.88	0.91	9/21/16	9/14/18	18,229	815	-	19,044
Federal Agencies	3130A9C90	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/28/16	9/28/18	21,875	-	-	21,875
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	1.94	1.94	6/17/16	10/17/18	39,301	-	-	39,301
Federal Agencies	3133EGFK6	FEDERAL FARM CREDIT BANK	25,000,000	1.94	1.94	6/17/16	10/17/18	39,301	-	-	39,301
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	2,770,000	1.75	1.57	11/8/17	12/14/18	4,040	(413)	-	3,627
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	15,000,000	1.75	1.31	12/20/16	12/14/18	21,875	(5,453)	-	16,422
Federal Agencies	313376BR5	FEDERAL HOME LOAN BANK	25,000,000	1.75	1.33	8/23/17	12/14/18	36,458	(8,836)	-	27,622
Federal Agencies	3135G0G72	FANNIE MAE	3,775,000	1.13	1.57	11/8/17	12/14/18	3,539	1,419	-	4,958
Federal Agencies	3133EGDM4	FEDERAL FARM CREDIT BANK	25,000,000	1.83	1.83	6/2/16	1/2/19	39,335	-	-	39,335
Federal Agencies	3133EG2V6	FEDERAL FARM CREDIT BANK	25,000,000	1.74	1.74	1/3/17	1/3/19	37,228	-	-	37,228
Federal Agencies	3134GAH23	FREDDIE MAC	25,000,000	1.50	1.50	1/17/17	1/17/19	31,250	-	-	31,250
Federal Agencies	3130A8VZ3	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	7/28/16	1/25/19	21,875	-	-	21,875
Federal Agencies	3132X0EK3	FARMER MAC	25,000,000	1.85	1.85	1/25/16	1/25/19	39,723	-	-	39,723
Federal Agencies	3134GAS39	FREDDIE MAC	25,000,000	1.50	1.50	2/1/17	2/1/19	31,250	-	-	31,250
Federal Agencies	3133EG8BU8	FEDERAL FARM CREDIT BANK	50,000,000	2.05	2.05	5/25/16	2/25/19	79,753	-	-	79,753
Federal Agencies	3132X0ED9	FARMER MAC	40,000,000	2.25	2.25	1/19/16	3/19/19	66,130	-	-	66,130
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	25,000,000	2.13	2.16	3/22/18	3/22/19	13,313	190	-	13,503
Federal Agencies	3133EJHG7	FEDERAL FARM CREDIT BANK	25,000,000	2.13	2.16	3/22/18	3/22/19	13,313	190	-	13,503
Federal Agencies	3134GBFR8	FREDDIE MAC	25,000,000	1.40	1.40	4/5/17	4/5/19	29,167	-	-	29,167
Federal Agencies	3133EGAV7	FEDERAL FARM CREDIT BANK	50,350,000	1.17	1.85	12/5/17	5/17/19	49,091	28,675	-	77,766
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	5/24/16	5/24/19	10,417	-	-	10,417
Federal Agencies	3130ABF92	FEDERAL HOME LOAN BANK	30,000,000	1.32	1.47	5/12/17	5/28/19	34,375	2,356	-	36,731
Federal Agencies	3133EHLG6	FEDERAL FARM CREDIT BANK	27,000,000	1.38	1.35	5/30/17	5/30/19	29,700	688	-	30,388
Federal Agencies	3133EHMR1	FEDERAL FARM CREDIT BANK	50,000,000	1.38	1.38	6/12/17	6/12/19	57,292	-	-	57,292
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.41	6/9/17	6/14/19	33,854	(4,460)	-	29,394
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	25,000,000	1.63	1.38	8/23/17	6/14/19	33,854	(5,108)	-	28,746
Federal Agencies	313379EE5	FEDERAL HOME LOAN BANK	35,750,000	1.63	1.43	8/9/17	6/14/19	48,411	(5,788)	-	42,624
Federal Agencies	3134G9QW0	FREDDIE MAC	50,000,000	1.28	1.28	6/14/16	6/14/19	53,333	-	-	53,333
Federal Agencies	3130AC7C2	FEDERAL HOME LOAN BANK	15,000,000	1.40	1.38	8/23/17	7/11/19	17,500	(244)	-	17,256
Federal Agencies	3134G9YR2	FREDDIE MAC	50,000,000	1.50	1.50	7/12/16	7/12/19	62,500	-	-	62,500
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.90	6/9/16	8/9/19	40,196	-	-	40,196
Federal Agencies	3133EGED3	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.90	6/9/16	8/9/19	40,196	-	-	40,196
Federal Agencies	3134G94F1	FREDDIE MAC	25,000,000	1.25	1.25	8/15/16	8/15/19	26,042	-	-	26,042
Federal Agencies	3133EGX67	FEDERAL FARM CREDIT BANK	50,000,000	1.94	1.94	12/20/16	8/20/19	77,592	-	-	77,592
Federal Agencies	3135G0P23	FANNIE MAE	20,000,000	1.25	1.25	8/30/16	8/23/19	20,833	-	-	20,833
Federal Agencies	3136G3X59	FANNIE MAE	25,000,000	1.10	1.10	5/23/16	8/23/19	22,917	-	-	22,917
Federal Agencies	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	5/26/16	8/26/19	26,042	-	-	26,042
Federal Agencies	3134GAFY5	FREDDIE MAC	8,450,000	1.30	1.82	11/28/17	8/28/19	9,154	3,654	-	12,808
Federal Agencies	3134GAHR8	FREDDIE MAC	25,000,000	1.50	1.50	9/23/16	9/23/19	29,340	-	-	29,340
Federal Agencies	3135G0Q30	FANNIE MAE	50,000,000	1.18	1.18	10/21/16	9/27/19	49,167	-	-	49,167
Federal Agencies	3132X0KH3	FARMER MAC	50,000,000	1.70	1.70	10/6/16	10/11/19	73,395	-	-	73,395

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Federal Agencies	3135EGXK6	FEDERAL FARM CREDIT BANK	20,000,000	1.12	1.86	12/1/17	10/11/19	18,667	12,236	-	30,902
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	4/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3130ACM92	FEDERAL HOME LOAN BANK	21,500,000	1.50	1.59	10/13/17	10/21/19	26,875	1,599	-	28,474
Federal Agencies	3136G0T68	FANNIE MAE	14,000,000	1.33	1.44	8/28/17	10/24/19	15,517	1,252	-	16,768
Federal Agencies	3134GBHT2	FREDDIE MAC	50,000,000	1.63	1.60	9/12/17	10/25/19	67,708	(983)	-	66,726
Federal Agencies	3136G4FJ7	FANNIE MAE	25,000,000	1.20	1.20	10/25/16	10/25/19	25,000	-	-	25,000
Federal Agencies	3136G4EZ2	FANNIE MAE	100,000,000	1.13	1.16	10/28/16	10/30/19	46,875	1,413	-	48,288
Federal Agencies	3134GAVL5	FREDDIE MAC	100,000,000	1.17	1.17	11/4/16	11/4/19	97,500	-	-	97,500
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	5/26/16	11/26/19	10,069	-	-	10,069
Federal Agencies	3133EGN43	FEDERAL FARM CREDIT BANK	50,000,000	1.83	1.83	12/2/16	12/2/19	78,669	-	-	78,669
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	11,360,000	2.38	1.90	12/15/17	12/13/19	22,483	(4,466)	-	18,017
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	20,000,000	2.38	1.90	12/12/17	12/13/19	39,583	(7,893)	-	31,690
Federal Agencies	3130A0JR2	FEDERAL HOME LOAN BANK	40,000,000	2.38	1.90	12/15/17	12/13/19	79,167	(15,721)	-	63,445
Federal Agencies	3132X0PG0	FARMER MAC	50,000,000	1.76	1.76	2/10/17	1/3/20	75,318	-	-	75,318
Federal Agencies	3134G9VR5	FREDDIE MAC	25,000,000	1.38	1.38	7/16/16	1/6/20	28,646	-	-	28,646
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	3130ADN32	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.22	2/9/18	2/11/20	88,542	3,875	-	92,417
Federal Agencies	313378J77	FEDERAL HOME LOAN BANK	15,710,000	1.88	1.56	5/17/17	3/13/20	24,547	(4,025)	-	20,522
Federal Agencies	3133EHZN6	FEDERAL FARM CREDIT BANK	20,000,000	1.45	1.49	9/20/17	3/20/20	24,167	700	-	24,867
Federal Agencies	3133EJHL6	FEDERAL FARM CREDIT BANK	50,000,000	2.38	2.41	3/27/18	3/27/20	13,194	246	-	13,441
Federal Agencies	3136G3TK1	FANNIE MAE	25,000,000	1.50	1.50	7/16/16	4/6/20	31,250	-	-	31,250
Federal Agencies	3136G4BL6	FANNIE MAE	15,000,000	1.25	1.25	10/17/16	4/17/20	15,625	-	-	15,625
Federal Agencies	3134GBLY6	FREDDIE MAC	25,000,000	1.50	1.50	5/8/17	5/8/20	31,250	-	-	31,250
Federal Agencies	3134GBPB2	FREDDIE MAC	15,750,000	1.70	1.70	5/30/17	5/22/20	22,313	-	-	22,313
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	25,000,000	1.54	1.54	6/15/17	6/15/20	32,083	71	-	32,154
Federal Agencies	3133EHNK5	FEDERAL FARM CREDIT BANK	26,900,000	1.54	1.55	6/15/17	6/15/20	34,522	152	-	34,674
Federal Agencies	3134GBST0	FREDDIE MAC	14,675,000	1.65	1.65	6/22/17	6/22/20	20,178	-	-	20,178
Federal Agencies	3134GBTX0	FREDDIE MAC	50,000,000	1.75	1.76	6/29/17	6/29/20	72,917	283	-	73,200
Federal Agencies	3136G3TG0	FANNIE MAE	15,000,000	1.15	1.15	6/30/16	6/30/20	14,375	-	-	14,375
Federal Agencies	3134GB5M0	FREDDIE MAC	50,000,000	1.96	1.96	12/1/17	7/1/20	81,667	-	-	81,667
Federal Agencies	3133EHQB2	FEDERAL FARM CREDIT BANK	25,000,000	1.55	1.56	7/6/17	7/6/20	32,292	284	-	32,576
Federal Agencies	3130ABNV4	FEDERAL HOME LOAN BANK	50,000,000	1.75	1.75	7/13/17	7/13/20	72,917	-	-	72,917
Federal Agencies	3134GBXV9	FREDDIE MAC	50,000,000	1.85	1.85	7/13/17	7/13/20	77,083	-	-	77,083
Federal Agencies	3135G0T60	FANNIE MAE	50,000,000	1.50	1.60	8/1/17	7/30/20	62,500	4,293	-	66,793
Federal Agencies	3130ABZE9	FEDERAL HOME LOAN BANK	6,700,000	1.65	1.65	8/28/17	8/28/20	9,213	19	-	9,231
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	25,000,000	1.80	1.80	8/28/17	8/28/20	37,500	-	-	37,500
Federal Agencies	3130ABZN9	FEDERAL HOME LOAN BANK	50,000,000	1.80	1.80	8/28/17	8/28/20	75,000	-	-	75,000
Federal Agencies	3130ADT93	FEDERAL HOME LOAN BANK	25,000,000	2.40	2.43	3/14/18	9/14/20	28,333	306	-	28,639
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	18,000,000	1.38	1.48	9/8/17	9/28/20	20,625	1,605	-	22,230
Federal Agencies	3130ACE26	FEDERAL HOME LOAN BANK	30,000,000	1.38	1.48	9/8/17	9/28/20	34,375	2,675	-	37,050
Federal Agencies	3130ACK52	FEDERAL HOME LOAN BANK	25,530,000	1.70	2.48	3/12/18	10/5/20	22,906	10,552	-	33,458
Federal Agencies	3132X0KR1	FARMER MAC	25,000,000	1.87	1.87	11/2/16	11/2/20	40,196	-	-	40,196
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	3137EAEK1	FREDDIE MAC	50,000,000	1.88	1.91	11/15/17	11/17/20	78,125	1,355	-	79,480
Federal Agencies	3134GBX56	FREDDIE MAC	60,000,000	2.25	2.12	11/24/17	11/24/20	112,500	(6,313)	-	106,187
Federal Agencies	3134GBLR1	FREDDIE MAC	24,715,000	1.75	1.75	5/25/17	11/25/20	36,043	60	-	36,103
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	208	-	39,792
Federal Agencies	3133EHW58	FEDERAL FARM CREDIT BANK	25,000,000	1.90	1.91	11/27/17	11/27/20	39,583	208	-	39,792
Federal Agencies	3130A3UQ5	FEDERAL HOME LOAN BANK	10,000,000	1.88	2.02	12/13/17	12/11/20	15,625	1,201	-	16,826
Federal Agencies	3132X0ZY0	FARMER MAC	12,750,000	2.05	2.07	12/15/17	12/15/20	21,781	242	-	22,023
Federal Agencies	3133EGX75	FEDERAL FARM CREDIT BANK	50,000,000	2.03	2.03	12/21/16	12/21/20	80,625	-	-	80,625
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	2.20	2.20	12/24/15	12/24/20	173,550	-	-	173,550
Federal Agencies	3133EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	2.03	2.03	1/25/17	1/25/21	31,643	-	-	31,643

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Federal Agencies	3135EG4T9	FEDERAL FARM CREDIT BANK	20,000,000	2.03	2.03	1/25/17	1/25/21	31,643	-	-	31,643
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	3137EAEL9	FREDDIE MAC	22,000,000	2.38	2.47	2/16/18	2/16/21	43,542	1,643	-	45,184
Federal Agencies	3134GBD58	FREDDIE MAC	5,570,000	1.80	1.80	8/30/17	2/26/21	8,355	14	-	8,369
Federal Agencies	3130AAYP7	FEDERAL HOME LOAN BANK	8,585,000	2.20	2.17	8/11/17	3/22/21	15,739	(196)	-	15,543
Federal Agencies	3132X0Q53	FARMER MAC	6,350,000	2.60	2.64	3/29/18	3/29/21	917	19	-	936
Federal Agencies	3132X0Q53	FARMER MAC	20,450,000	2.60	2.64	3/29/18	3/29/21	2,954	61	-	3,015
Federal Agencies	3134GBJP8	FREDDIE MAC	22,000,000	1.89	2.06	11/16/17	5/3/21	34,650	3,075	-	37,725
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3130ACV50	FEDERAL HOME LOAN BANK	50,000,000	2.13	2.13	11/30/17	6/15/21	88,750	-	-	88,750
Federal Agencies	3134GBJ60	FREDDIE MAC	50,000,000	1.90	1.90	9/29/17	6/29/21	79,167	-	-	79,167
Federal Agencies	3134G9H26	FREDDIE MAC	1,219,000	1.50	1.92	1/29/18	6/30/21	1,524	424	-	1,948
Federal Agencies	3134G9H26	FREDDIE MAC	3,917,000	1.50	1.86	1/25/18	6/30/21	4,896	1,164	-	6,060
Federal Agencies	3130ACQ98	FEDERAL HOME LOAN BANK	100,000,000	2.08	2.08	11/11/17	7/1/21	173,333	-	-	173,333
Federal Agencies	3134GBM25	FREDDIE MAC	50,000,000	1.92	1.92	10/2/17	7/1/21	80,000	-	-	80,000
Federal Agencies	3130ACF33	FEDERAL HOME LOAN BANK	25,000,000	1.88	1.95	9/18/17	9/13/21	39,063	1,544	-	40,606
Federal Agencies	3135G0Q89	FANNIE MAE	25,000,000	1.38	1.38	10/21/16	10/7/21	28,646	-	-	28,646
Federal Agencies	3135EGZJ7	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	3135EGS97	FEDERAL FARM CREDIT BANK	25,000,000	1.98	1.98	12/8/16	12/8/21	42,011	-	-	42,011
Federal Agencies	3133EGS97	FEDERAL FARM CREDIT BANK	25,000,000	1.98	1.98	12/8/16	12/8/21	42,011	-	-	42,011
Federal Agencies	3130ACB60	FEDERAL HOME LOAN BANK	25,000,000	2.00	2.00	9/8/17	12/15/21	83,333	-	-	83,333
Federal Agencies	3135G0T45	FANNIE MAE	25,000,000	1.88	1.81	6/6/17	4/5/22	39,063	(1,270)	-	37,793
Federal Agencies	3134BQQG0	FREDDIE MAC	50,000,000	2.18	2.18	5/25/17	5/25/22	90,833	-	-	90,833
Federal Agencies	3133EHL77	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.85	6/6/17	6/2/22	78,125	(1,008)	-	77,117
Federal Agencies	3133EHL77	FEDERAL FARM CREDIT BANK	50,000,000	1.88	1.88	6/9/17	6/2/22	78,125	43	-	78,168
Federal Agencies	3134GBF72	FREDDIE MAC	50,000,000	2.01	2.01	9/15/17	6/15/22	83,750	-	-	83,750
Federal Agencies	3134GBN73	FREDDIE MAC	50,000,000	2.07	2.07	10/2/17	7/1/22	86,250	-	-	86,250
Federal Agencies	3134GBW99	FREDDIE MAC	100,000,000	2.24	2.24	11/1/17	7/1/22	186,667	-	-	186,667
Federal Agencies	3134GBXU1	FREDDIE MAC	31,575,000	2.25	2.25	7/27/17	7/27/22	59,203	-	-	59,203
Federal Agencies	3130AC7E8	FEDERAL HOME LOAN BANK	50,000,000	2.17	2.17	9/1/17	9/1/22	90,417	-	-	90,417
<b>Subtotals</b>			<b>\$ 4,596,776,000</b>					<b>\$ 6,402,526</b>	<b>\$ 74,963</b>	<b>\$ -</b>	<b>\$ 6,477,489</b>
State/Local Agencies	91412GL52	UNIV OF CALIFORNIA CA REVENUES	2,470,000	0.99	0.99	6/30/16	5/15/18	2,044	-	-	2,044
State/Local Agencies	546456CY8	LOUISIANA ST CITIZENS PROPERTY	4,500,000	6.13	1.30	11/30/16	6/1/18	22,969	(18,219)	-	4,750
State/Local Agencies	603786GJ7	MINNEAPOLIS MN REVENUE	1,000,000	4.88	1.40	12/1/16	8/1/18	4,063	(2,908)	-	1,155
State/Local Agencies	13063C4V9	CALIFORNIA ST	50,000,000	1.05	0.90	11/3/16	11/1/18	43,750	(6,281)	-	37,469
State/Local Agencies	13063DAB4	CALIFORNIA ST	23,000,000	1.59	1.59	4/27/17	4/1/19	30,533	-	-	30,533
State/Local Agencies	13063CKL3	CALIFORNIA ST	4,750,000	2.25	1.15	10/27/16	5/1/19	8,906	(4,368)	-	4,538
State/Local Agencies	91412GL60	UNIV OF CALIFORNIA CA REVENUES	2,000,000	1.23	1.23	6/30/16	5/15/19	2,047	-	-	2,047
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	4,180,000	1.80	1.57	10/5/15	7/1/19	6,256	(782)	-	5,474
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUES	16,325,000	1.80	1.56	10/2/15	7/1/19	24,433	(3,096)	-	21,337
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	4/23/15	10/1/19	43,130	(32,825)	-	10,305
State/Local Agencies	977100CW4	WISCONSIN ST GEN FUND ANNUAL A	18,000,000	1.45	1.45	8/16/16	5/1/20	21,690	-	-	21,690
State/Local Agencies	13066TYT5	CALIFORNIA ST DEPT OF WTR RESO	29,139,823	1.71	2.13	2/6/17	5/1/21	41,597	9,893	-	51,490
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
<b>Subtotals</b>			<b>\$ 165,633,823</b>					<b>\$ 254,233</b>	<b>\$ (59,329)</b>	<b>\$ -</b>	<b>\$ 194,904</b>

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Public Time Deposits	PP9F2HFF8	TRANS-PAC NATIONAL BK	\$	1.47	1.47	3/21/17	3/21/18	\$ 193	\$	\$	\$ 193
Public Time Deposits	PP302GIL3	BANK OF SAN FRANCISCO	240,000	1.37	1.37	4/11/17	4/11/18	283	-	-	283
Public Time Deposits	PPA01U877	PREFERRED BANK LA CALIF	240,000	1.44	1.44	5/16/17	5/16/18	294	-	-	294
Public Time Deposits	PPA30X603	SAN FRANCISCO CREDIT UNION	9,500,000	1.58	1.58	3/5/18	6/5/18	11,103	-	-	11,103
Public Time Deposits	PPQD161X7	BRIDGE BANK	10,000,000	1.73	1.73	3/27/18	6/25/18	2,370	-	-	2,370
Public Time Deposits	PPF00EG70	BANK OF SAN FRANCISCO	5,000,000	1.91	1.91	3/16/18	9/12/18	4,244	-	-	4,244
<b>Subtotals</b>			<b>\$ 24,980,000</b>				<b>\$ 18,488</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$ 18,488</b>
Negotiable CDs	78009NW36	ROYAL BANK OF CANADA NY	\$	1.84	1.84	7/5/17	4/5/18	\$ 68,265	\$	\$ 500	\$ 68,765
Negotiable CDs	78009N5U6	ROYAL BANK OF CANADA NY	50,000,000	1.78	1.78	12/22/17	4/24/18	76,639	-	-	76,639
Negotiable CDs	78009N63	ROYAL BANK OF CANADA NY	50,000,000	1.47	1.47	5/10/17	5/10/18	63,292	-	-	63,292
Negotiable CDs	06417GZNI	BANK OF NOVA SCOTIA HOUSTON	50,000,000	1.54	1.54	10/16/17	5/14/18	66,306	-	-	66,306
Negotiable CDs	06417GXY9	BANK OF NOVA SCOTIA HOUSTON	35,000,000	1.48	1.48	8/30/17	5/25/18	44,606	-	-	44,606
Negotiable CDs	89113W2C9	TORONTO DOMINION BANK NY	50,000,000	1.46	1.46	6/2/17	6/4/18	62,861	-	-	62,861
Negotiable CDs	78009NU46	ROYAL BANK OF CANADA NY	50,000,000	2.20	2.20	6/12/17	6/12/18	86,798	-	-	86,798
Negotiable CDs	89113XBB9	TORONTO DOMINION BANK NY	50,000,000	1.50	1.50	8/10/17	6/15/18	64,583	-	-	64,583
Negotiable CDs	89113XBV5	TORONTO DOMINION BANK NY	50,000,000	1.50	1.50	8/16/17	6/15/18	64,583	-	-	64,583
Negotiable CDs	06371EDT1	BANK OF MONTREAL CHICAGO	50,000,000	1.87	1.87	7/6/17	7/2/18	80,391	-	-	80,391
Negotiable CDs	06371EMD6	BANK OF MONTREAL CHICAGO	50,000,000	1.50	1.50	9/11/17	7/2/18	64,583	-	-	64,583
Negotiable CDs	06371EQT7	BANK OF MONTREAL CHICAGO	50,000,000	1.86	1.86	10/4/17	7/2/18	79,961	-	-	79,961
Negotiable CDs	06371EXP7	BANK OF MONTREAL CHICAGO	50,000,000	1.75	1.75	12/8/17	7/2/18	75,347	-	-	75,347
Negotiable CDs	78009N6F8	ROYAL BANK OF CANADA NY	50,000,000	1.82	1.82	1/4/18	7/2/18	78,361	-	-	78,361
Negotiable CDs	89113W5H5	TORONTO DOMINION BANK NY	50,000,000	1.55	1.55	7/6/17	7/2/18	66,736	-	-	66,736
Negotiable CDs	89113XAT1	TORONTO DOMINION BANK NY	50,000,000	1.48	1.48	8/8/17	7/2/18	63,722	-	-	63,722
Negotiable CDs	96121T3R7	WESTPAC BANKING CORP NY	50,000,000	1.82	1.82	7/7/17	7/2/18	78,239	-	-	78,239
Negotiable CDs	06371E2G1	BANK OF MONTREAL CHICAGO	25,000,000	2.25	2.25	3/29/18	7/9/18	4,688	-	-	4,688
Negotiable CDs	78009NX50	ROYAL BANK OF CANADA NY	50,000,000	2.07	2.07	7/24/17	7/24/18	80,481	-	-	80,481
Negotiable CDs	96121T4D7	WESTPAC BANKING CORP NY	50,000,000	2.02	2.02	7/26/17	7/26/18	78,328	-	-	78,328
Negotiable CDs	96121T3W6	WESTPAC BANKING CORP NY	50,000,000	2.02	2.02	8/9/17	8/9/18	65,875	-	-	65,875
Negotiable CDs	89113XWK6	TORONTO DOMINION BANK NY	50,000,000	2.00	2.00	2/5/18	8/31/18	86,111	-	-	86,111
Negotiable CDs	06371EN60	BANK OF MONTREAL CHICAGO	25,000,000	2.05	2.05	2/9/18	9/6/18	44,132	-	-	44,132
Negotiable CDs	06417GK72	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.09	2.09	2/14/18	9/17/18	89,986	-	-	89,986
Negotiable CDs	65602UP85	NORINCHUKIN BANK (NY)	50,000,000	2.28	2.28	3/29/18	9/28/18	9,487	-	-	9,487
Negotiable CDs	06371EQJ9	BANK OF MONTREAL CHICAGO	50,000,000	1.88	1.88	10/3/17	10/1/18	81,124	-	-	81,124
Negotiable CDs	96121T4S4	WESTPAC BANKING CORP NY	50,000,000	1.97	1.97	10/11/17	10/15/18	80,996	-	-	80,996
Negotiable CDs	06371ERP4	BANK OF MONTREAL CHICAGO	45,000,000	2.08	2.08	10/16/17	10/25/18	72,821	-	-	72,821
Negotiable CDs	06417GZR2	BANK OF NOVA SCOTIA HOUSTON	50,000,000	2.07	2.07	10/25/17	10/25/18	80,481	-	-	80,481

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net
Negotiable CDs	89113XJ4	TORONTO DOMINION BANK NY	50,000,000	2.07	2.07	10/18/17	10/25/18	80,481	-	-	80,481
Negotiable CDs	06417GZT8	BANK OF NOVA SCOTIA HOUSTON	50,000,000	1.92	1.92	11/2/17	11/9/18	81,038	-	-	81,038
Negotiable CDs	89113XLP7	TORONTO DOMINION BANK NY	50,000,000	1.91	1.91	11/2/17	11/9/18	80,607	-	-	80,607
Negotiable CDs	78009N3T1	ROYAL BANK OF CANADA NY	50,000,000	1.83	1.83	11/20/17	11/20/18	78,792	-	-	78,792
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	25,000,000	2.18	2.18	2/27/18	11/27/18	42,421	-	-	42,421
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	25,000,000	1.92	1.92	12/6/17	12/6/18	40,959	-	-	40,959
Negotiable CDs	89113XQJ6	TORONTO DOMINION BANK NY	50,000,000	1.92	1.92	12/6/17	12/6/18	81,918	-	-	81,918
Negotiable CDs	06417GC48	BANK OF NOVA SCOTIA HOUS	50,000,000	1.93	1.93	12/17/17	12/17/18	82,157	-	-	82,157
Negotiable CDs	78009N5B8	ROYAL BANK OF CANADA NY	50,000,000	1.93	1.93	12/18/17	12/17/18	82,157	-	-	82,157
Negotiable CDs	96121T5B0	WESTPAC BANKING CORP NY	50,000,000	1.90	1.90	12/17/17	12/17/18	80,865	-	-	80,865
Negotiable CDs	78009N5M4	ROYAL BANK OF CANADA NY	50,000,000	2.05	2.05	12/19/17	12/19/18	82,825	-	-	82,825
Negotiable CDs	96121T5K0	WESTPAC BANKING CORP NY	50,000,000	2.07	2.07	12/27/17	12/21/18	82,347	-	-	82,347
Negotiable CDs	06371EA64	BANK OF MONTREAL CHICAGO	25,000,000	2.05	2.05	12/27/17	12/24/18	44,132	-	-	44,132
Negotiable CDs	96121T5M6	WESTPAC BANKING CORP NY	50,000,000	2.11	2.11	12/28/17	12/28/18	82,130	-	-	82,130
Negotiable CDs	06371EFH5	BANK OF MONTREAL CHICAGO	50,000,000	1.96	1.96	7/17/17	1/17/19	84,446	-	-	84,446
Negotiable CDs	06371EL21	BANK OF MONTREAL CHICAGO	25,000,000	2.11	2.11	1/29/18	1/23/19	41,498	-	-	41,498
Negotiable CDs	96121T7B8	WESTPAC BANKING CORP NY	50,000,000	2.02	2.02	3/5/18	3/5/19	75,608	-	-	75,608
Negotiable CDs	06427KSW8	BANK OF MONTREAL CHICAGO	27,838,000	2.33	2.33	3/9/17	3/8/19	52,949	-	-	52,949
Negotiable CDs	78012UCE3	ROYAL BANK OF CANADA NY	50,000,000	2.36	2.36	3/28/18	4/1/19	13,094	-	-	13,094
<b>Subtotals</b>			<b>\$ 2,157,838,000</b>					<b>\$ 3,250,206</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ 3,250,706</b>
Commercial Paper	63873KC13	NATIXIS NY BRANCH	-	0.00	1.35	2/28/18	3/1/18	\$ -	\$ -	\$ -	\$ -
Commercial Paper	89233HC28	TOYOTA MOTOR CREDIT CORP	-	0.00	1.40	6/7/17	3/2/18	1,931	-	-	1,931
Commercial Paper	63873KC54	NATIXIS NY BRANCH	-	0.00	1.41	3/2/18	3/5/18	-	7,050	-	7,050
Commercial Paper	06538CCK5	BANK TOKYO-MIT UFJ NY	-	0.00	1.58	12/11/17	3/19/18	-	54,950	-	54,950
Commercial Paper	63873KCM7	NATIXIS NY BRANCH	-	0.00	1.45	2/27/18	3/21/18	-	29,000	-	29,000
Commercial Paper	89233HCP7	TOYOTA MOTOR CREDIT CORP	-	0.00	1.47	6/26/17	3/23/18	44,306	-	-	44,306
Commercial Paper	19416FCU6	COLGATE-PALMOLIVE CO	-	0.00	1.69	3/27/18	3/28/18	-	939	-	939
Commercial Paper	63873KC7	NATIXIS NY BRANCH	-	0.00	1.67	3/27/18	3/29/18	-	4,639	-	4,639
Commercial Paper	89233HCW2	TOYOTA MOTOR CREDIT CORP	-	0.00	1.53	7/6/17	3/30/18	56,625	-	-	56,625
Commercial Paper	19416FD27	COLGATE-PALMOLIVE CO	18,000,000	0.00	1.69	3/29/18	4/2/18	-	2,535	-	2,535
Commercial Paper	89233HD27	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	1.69	12/15/17	4/2/18	-	72,333	-	72,333
Commercial Paper	19416FD50	COLGATE-PALMOLIVE CO	60,000,000	0.00	1.72	3/29/18	4/5/18	-	8,600	-	8,600
Commercial Paper	06538CDQ1	BANK TOKYO-MIT UFJ NY	40,000,000	0.00	1.54	10/18/17	4/24/18	-	52,700	-	52,700
Commercial Paper	06538CDW8	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.76	1/4/18	4/30/18	-	75,347	-	75,347
Commercial Paper	89233HEE0	TOYOTA MOTOR CREDIT CORPORATI	50,000,000	0.00	1.76	1/22/18	5/14/18	-	75,347	-	75,347
Commercial Paper	06538CF89	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.58	9/12/17	6/8/18	67,167	-	-	67,167
Commercial Paper	06538CFE3	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.58	9/19/17	6/15/18	-	67,167	-	67,167
Commercial Paper	06538CG21	BANK TOKYO-MIT UFJ NY	45,000,000	0.00	2.33	3/26/18	7/2/18	-	17,400	-	17,400
Commercial Paper	06538CG21	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	1.85	1/4/18	7/2/18	-	78,792	-	78,792
Commercial Paper	06538CG21	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	2.11	3/1/18	7/2/18	-	89,986	-	89,986
Commercial Paper	89233HGP3	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.34	3/28/18	7/23/18	-	12,889	-	12,889
Commercial Paper	06538CKK6	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	2.08	1/22/18	10/19/18	-	44,132	-	44,132
Commercial Paper	06538CKK6	BANK TOKYO-MIT UFJ NY	45,000,000	0.00	2.08	1/24/18	10/19/18	-	79,438	-	79,438
Commercial Paper	06538CKN0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	2.09	1/25/18	10/22/18	-	44,347	-	44,347
Commercial Paper	89233HL93	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.24	2/15/18	11/9/18	-	94,722	-	94,722
<b>Subtotals</b>			<b>\$ 708,000,000</b>					<b>\$ 170,028</b>	<b>\$ 912,313</b>	<b>\$ -</b>	<b>\$ 1,082,341</b>
Medium Term Notes	89236TDN2	TOYOTA MOTOR CREDIT CORP	50,000,000	1.96	1.96	1/9/17	1/9/19	84,558	\$ -	\$ -	84,558
Medium Term Notes	89236TEJ0	TOYOTA MOTOR CREDIT CORP	20,000,000	2.20	2.25	1/11/18	1/10/20	36,667	757	-	37,424
<b>Subtotals</b>			<b>\$ 70,000,000</b>					<b>\$ 121,225</b>	<b>\$ 757</b>	<b>\$ -</b>	<b>\$ 121,982</b>



# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 50,031,507	1.55	1.55	3/29/18	4/1/18	\$ 8,550	\$ -	\$ -	\$ 8,550
Money Market Funds	31607A703	FIDELITY INST GOV FUND	245,810,159	1.42	1.42	3/29/18	4/1/18	356,389	-	-	356,389
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	100,671,769	1.61	1.61	3/29/18	4/1/18	16,740	-	-	16,740
<b>Subtotals</b>			<b>\$ 396,513,435</b>				<b>\$ 381,680</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 381,680</b>
Supranationals	459053TW4	INTL BK RECON & DEVELOP DISCOUN	\$ -	0.00	1.35	3/1/18	3/5/18	\$ -	10,500	\$ -	\$ 10,500
Supranationals	459515TW2	INTERNATIONAL FINANCE CORP DISC	-	0.00	1.38	2/20/18	3/5/18	-	3,833	-	3,833
Supranationals	45950VKP0	INTL FINANCE CORP	-	1.63	1.63	3/6/17	3/6/18	11,339	-	-	11,339
Supranationals	459053UA0	INTL BK RECON & DEVELOPMENT DIS	-	0.00	1.40	3/2/18	3/9/18	-	13,611	-	13,611
Supranationals	459053VH4	INTL BK RECON & DEVELOP DISCOUN	50,000,000	0.00	1.60	3/28/18	4/9/18	-	8,889	-	8,889
Supranationals	4581X0BR8	INTER-AMERICAN DEVEL BK	16,000,000	1.75	1.72	12/28/17	8/24/18	23,333	(332)	-	23,001
Supranationals	459058ER0	INTL BK RECON & DEVELOP	25,000,000	1.00	1.07	10/7/15	10/5/18	20,833	1,204	-	22,038
Supranationals	45950VLM6	INTERNATIONAL FINANCE CORP	50,000,000	1.67	1.67	3/1/18	3/1/19	71,864	-	-	71,864
Supranationals	459058FQ1	INTL BANK RECON & DEVELOPMENT	50,000,000	1.20	1.75	11/6/17	9/30/19	50,000	23,087	-	73,087
Supranationals	45905UZJ6	INTL BANK RECON & DEVELOPMENT	25,000,000	1.30	1.56	6/2/17	10/25/19	27,083	5,491	-	32,575
Supranationals	459058FZ1	INTL BK RECON & DEVELOP	29,300,000	1.88	1.91	3/21/17	4/21/20	31,742	6,436	-	38,178
Supranationals	4581X0CX4	INTER-AMERICAN DEVEL BK	25,000,000	1.63	1.72	4/12/17	5/12/20	78,125	1,197	-	79,322
Supranationals	459058GA5	INTL BK RECON & DEVELOPMENT	50,000,000	1.63	1.63	8/29/17	9/4/20	33,854	1,631	-	35,485
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	1.97	11/9/17	11/9/20	81,250	295	-	82,001
Supranationals	45905UQ80	INTL BK RECON & DEVELOP	50,000,000	1.95	2.15	12/20/17	11/9/20	81,250	8,272	-	89,522
Supranationals	45950KCM0	INTERNATIONAL FINANCE CORP	50,000,000	2.25	2.35	1/25/18	1/25/21	93,750	4,158	-	97,908
<b>Subtotals</b>			<b>\$ 520,300,000</b>				<b>\$ 672,129</b>	<b>\$ 89,262</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 761,391</b>
<b>Grand Totals</b>			<b>\$ 9,765,041,258</b>				<b>\$ 12,010,796</b>	<b>\$ 1,771,656</b>	<b>\$ 500</b>	<b>\$ 13,782,952</b>	

<sup>1</sup>Yield to maturity is calculated at purchase

# Investment Transactions

## Pooled Fund

For month ended March 31, 2018

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	3/1/2018	3/5/2018	Supranationals	INTL BK RECON & DEVELOP	459053TW4	\$ 70,000,000	0.00	1.35	\$ 99.99	\$ -	\$ 69,989,500
Purchase	3/1/2018	4/1/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	30	1.25	1.25	100.00	-	30
Purchase	3/1/2018	7/2/2018	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CG21	50,000,000	0.00	2.11	99.29	-	49,642,958
Purchase	3/1/2018	2/28/2019	U.S. Treasuries	TREASURY BILL	912796PT0	50,000,000	0.00	2.06	97.96	-	48,978,778
Purchase	3/1/2018	3/1/2019	Supranationals	INTERNATIONAL FINANCE CO	45960VLM6	50,000,000	1.62	1.62	100.00	-	50,000,000
Purchase	3/2/2018	3/5/2018	Commercial Paper	NATIXIS NY BRANCH	63873KC54	60,000,000	0.00	1.41	99.99	-	59,992,950
Purchase	3/2/2018	3/9/2018	Supranationals	INTL BK RECON & DEVELOP	459053JUA0	50,000,000	0.00	1.40	99.97	-	49,986,389
Purchase	3/5/2018	6/5/2018	Public Time Deposits	SAN FRANCISCO CREDIT UNI	PPA30X603	9,500,000	1.58	1.58	100.00	-	9,500,000
Purchase	3/5/2018	3/5/2019	Negotiable CDs	WESTPAC BANKING CORP NY	96121T7B8	50,000,000	2.02	2.02	100.00	-	50,000,000
Purchase	3/6/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	25,000,000	1.42	1.42	100.00	-	25,000,000
Purchase	3/8/2018	4/5/2018	U.S. Treasuries	TREASURY BILL	912796NY1	50,000,000	0.00	1.55	99.88	-	49,939,722
Purchase	3/9/2018	3/12/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UD6	40,000,000	0.00	1.35	99.99	-	39,995,500
Purchase	3/12/2018	3/13/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UE4	35,000,000	0.00	1.35	100.00	-	34,998,688
Purchase	3/12/2018	10/5/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACK52	25,530,000	1.70	2.48	98.06	189,277	25,224,378
Purchase	3/13/2018	3/14/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UF1	55,000,000	0.00	1.35	100.00	-	54,997,938
Purchase	3/13/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	20,000,000	1.42	1.42	100.00	-	20,000,000
Purchase	3/14/2018	9/14/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ADT93	25,000,000	2.40	2.43	99.94	-	24,984,458
Purchase	3/16/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	25,000,000	1.42	1.42	100.00	-	25,000,000
Purchase	3/16/2018	9/12/2018	Public Time Deposits	BANK OF SAN FRANCISCO	PPF00EG70	5,000,000	1.91	1.91	100.00	-	5,000,000
Purchase	3/21/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	45,000,000	1.42	1.42	100.00	-	45,000,000
Purchase	3/22/2018	3/22/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHG7	25,000,000	2.13	2.16	99.97	-	24,993,050
Purchase	3/23/2018	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	313385UJ1	55,000,000	0.00	1.55	99.99	-	54,992,896
Purchase	3/26/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	30,000,000	0.00	1.60	100.00	-	29,998,667
Purchase	3/26/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	50,000,000	0.00	1.60	100.00	-	49,997,778
Purchase	3/26/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	50,000,000	0.00	1.60	100.00	-	49,997,778
Purchase	3/26/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	50,000,000	0.00	1.60	100.00	-	49,997,778
Purchase	3/26/2018	7/2/2018	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CG21	45,000,000	0.00	2.33	99.37	-	44,715,800
Purchase	3/27/2018	3/28/2018	Commercial Paper	COLGATE-PALMOLIVE CO	19416FCU6	20,000,000	0.00	1.69	100.00	-	19,999,061
Purchase	3/27/2018	3/28/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UV6	50,000,000	0.00	1.60	100.00	-	49,997,778
Purchase	3/27/2018	3/28/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UV6	50,000,000	0.00	1.60	100.00	-	49,997,778
Purchase	3/27/2018	3/29/2018	Commercial Paper	NATIXIS NY BRANCH	63873KC7	50,000,000	0.00	1.67	99.99	-	49,995,361
Purchase	3/27/2018	6/25/2018	Public Time Deposits	BRIDGE BANK	PPQD16X7	10,000,000	1.73	1.73	100.00	-	10,000,000
Purchase	3/27/2018	3/27/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EJHL6	50,000,000	2.38	2.41	99.93	-	49,964,000
Purchase	3/28/2018	3/29/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UW4	100,000,000	0.00	1.60	100.00	-	99,995,556
Purchase	3/28/2018	3/29/2018	U.S. Treasuries	TREASURY BILL	912796LS6	50,000,000	0.00	1.63	100.00	-	49,997,732
Purchase	3/28/2018	4/1/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	50,000,000	1.55	1.55	100.00	-	50,000,000
Purchase	3/28/2018	4/1/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	60,000,000	1.61	1.61	100.00	-	60,000,000
Purchase	3/28/2018	4/9/2018	Supranationals	INTL BK RECON & DEVELOP	459053VH4	50,000,000	0.00	1.60	99.95	-	49,973,333
Purchase	3/28/2018	7/23/2018	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HGP3	50,000,000	0.00	2.34	99.25	-	49,623,000
Purchase	3/28/2018	4/1/2019	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UCE3	50,000,000	2.36	2.36	100.00	-	50,000,000
Purchase	3/29/2018	4/1/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	40,000,000	1.61	1.61	100.00	-	40,000,000
Purchase	3/29/2018	4/2/2018	Commercial Paper	COLGATE-PALMOLIVE CO	19416FD27	18,000,000	0.00	1.69	99.98	-	17,996,620
Purchase	3/29/2018	4/5/2018	Commercial Paper	COLGATE-PALMOLIVE CO	19416FD50	60,000,000	0.00	1.72	99.97	-	59,979,933
Purchase	3/29/2018	7/9/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371E2G1	25,000,000	2.25	2.25	100.00	-	25,000,000
Purchase	3/29/2018	9/27/2018	U.S. Treasuries	TREASURY BILL	912796QA0	50,000,000	0.00	1.92	99.04	-	49,520,354
Purchase	3/29/2018	9/27/2018	U.S. Treasuries	TREASURY BILL	912796QA0	50,000,000	0.00	1.90	99.05	-	49,523,261
Purchase	3/29/2018	9/28/2018	Negotiable CDs	NORINCHUKIN BANK (NY)	65602UP85	50,000,000	2.28	2.28	100.00	-	50,000,000
Purchase	3/29/2018	3/29/2021	Federal Agencies	FARMER MAC	3132X0Q53	6,350,000	2.60	2.64	99.89	-	6,343,079
Purchase	3/29/2018	3/29/2021	Federal Agencies	FARMER MAC	3132X0Q53	20,450,000	2.60	2.64	99.89	-	20,427,710
Purchase	3/31/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	356,389	1.42	1.42	100.00	-	356,389
Purchase	3/31/2018	4/1/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	16,740	1.61	1.61	100.00	-	16,740
<b>Subtotals</b>						<b>\$2,030,203,160</b>	<b>0.62</b>	<b>1.73</b>	<b>\$ 99.81</b>	<b>\$ 189,277</b>	<b>\$2,026,625,768</b>

# Investment Transactions

## Pooled Fund

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Sale	3/1/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	\$ 100,000,000	1.28	1.28	\$ 100.00	\$ -	\$ 100,000,000
Sale	3/8/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	50,000,000	1.42	1.42	100.00	-	50,000,000
Sale	3/19/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	20,000,000	1.42	1.42	100.00	-	20,000,000
Sale	3/26/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	100,000,000	1.42	1.42	100.00	-	100,000,000
Sale	3/28/2018	3/30/2018	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HCW2	50,000,000	0.00	1.53	99.99	-	49,995,806
Sale	3/28/2018	4/5/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NW36	50,000,000	1.84	1.84	100.00	58,656	50,059,156
<b>Subtotals</b>						<b>\$ 370,000,000</b>	<b>1.25</b>	<b>1.45</b>	<b>\$ 100.00</b>	<b>\$ 58,656</b>	<b>\$ 370,054,962</b>
Maturity	3/1/2018	3/1/2018	Federal Agencies	FARMER MAC	3132X0JL6	\$ 50,000,000	0.88	0.88	100.00	\$ 218,750	\$ 50,218,750
Maturity	3/1/2018	3/1/2018	Commercial Paper	NATIXIS NY BRANCH	63873KC13	12,000,000	0.00	1.35	100.00	-	12,000,000
Maturity	3/2/2018	3/2/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385TT3	20,000,000	0.00	1.32	100.00	-	20,000,000
Maturity	3/2/2018	3/2/2018	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HC28	50,000,000	0.00	1.40	100.00	-	50,000,000
Maturity	3/5/2018	3/5/2018	Supranationals	INTL BK RECON & DEVELOP	459053TW4	70,000,000	0.00	1.35	100.00	-	70,000,000
Maturity	3/5/2018	3/5/2018	Supranationals	INTERNATIONAL FINANCE CO	459515TW2	25,000,000	0.00	1.38	100.00	-	25,000,000
Maturity	3/5/2018	3/5/2018	Commercial Paper	NATIXIS NY BRANCH	63873KC54	60,000,000	0.00	1.41	100.00	-	60,000,000
Maturity	3/6/2018	3/6/2018	Supranationals	INTL FINANCE CORP	45950VKP0	50,000,000	1.63	1.63	100.00	63,500	50,063,500
Maturity	3/7/2018	3/7/2018	Federal Agencies	FED FARM CRD DISCOUNT NT	313313TY4	25,000,000	0.00	1.08	100.00	-	25,000,000
Maturity	3/7/2018	3/7/2018	Federal Agencies	FED FARM CRD DISCOUNT NT	313313TY4	25,000,000	0.00	1.08	100.00	-	25,000,000
Maturity	3/9/2018	3/9/2018	Supranationals	INTL BK RECON & DEVELOP	459053UA0	50,000,000	0.00	1.40	100.00	-	50,000,000
Maturity	3/12/2018	3/12/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UD6	40,000,000	0.00	1.35	100.00	-	40,000,000
Maturity	3/13/2018	3/13/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UE4	35,000,000	0.00	1.35	100.00	-	35,000,000
Maturity	3/14/2018	3/14/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UF1	55,000,000	0.00	1.35	100.00	-	55,000,000
Maturity	3/19/2018	3/19/2018	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538CCK5	70,000,000	0.00	1.58	100.00	-	70,000,000
Maturity	3/21/2018	3/21/2018	Commercial Paper	NATIXIS NY BRANCH	63873KCM7	36,000,000	0.00	1.45	100.00	-	36,000,000
Maturity	3/21/2018	3/21/2018	Public Time Deposits	TRANS-PAC NATIONAL BK	PP9F2HFF8	240,000	1.47	1.47	100.00	815	240,815
Maturity	3/22/2018	3/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	1.63	1.82	100.00	63,413	50,063,413
Maturity	3/23/2018	3/23/2018	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HCP7	50,000,000	0.00	1.47	100.00	-	50,000,000
Maturity	3/26/2018	3/26/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UT1	55,000,000	0.00	1.55	100.00	-	55,000,000
Maturity	3/26/2018	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFWG8	25,000,000	0.00	1.92	100.00	34,625	25,034,625
Maturity	3/27/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	30,000,000	0.00	1.60	100.00	-	30,000,000
Maturity	3/27/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	50,000,000	0.00	1.60	100.00	-	50,000,000
Maturity	3/27/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	50,000,000	0.00	1.60	100.00	-	50,000,000
Maturity	3/27/2018	3/27/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UU8	50,000,000	0.00	1.60	100.00	-	50,000,000
Maturity	3/28/2018	3/28/2018	Commercial Paper	COLGATE-PALMOLIVE CO	19416FCU6	20,000,000	0.00	1.69	100.00	-	20,000,000
Maturity	3/28/2018	3/28/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UV6	50,000,000	0.00	1.60	100.00	-	50,000,000
Maturity	3/28/2018	3/28/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UV6	50,000,000	0.00	1.60	100.00	-	50,000,000
Maturity	3/29/2018	3/29/2018	Federal Agencies	FED HOME LN DISCOUNT NT	313385UW4	100,000,000	0.00	1.60	100.00	-	100,000,000
Maturity	3/29/2018	3/29/2018	Commercial Paper	NATIXIS NY BRANCH	63873KCV7	50,000,000	0.00	1.67	100.00	-	50,000,000
Maturity	3/29/2018	3/29/2018	U.S. Treasuries	TREASURY BILL	912796LS6	50,000,000	0.00	1.45	100.00	-	50,000,000
Maturity	3/29/2018	3/29/2018	U.S. Treasuries	TREASURY BILL	912796LS6	50,000,000	0.00	1.63	100.00	-	50,000,000
<b>Subtotals</b>						<b>\$1,403,240,000</b>	<b>0.18</b>	<b>1.49</b>	<b>\$ -</b>	<b>\$ 381,103</b>	<b>\$1,403,621,103</b>

# Investment Transactions

## Pooled Fund

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/1/2018	4/1/2018	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	\$ 31,507	1.25	1.25	0.00	0.00	\$ 30
Interest	3/1/2018	10/1/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371EQJ9	50,000,000	1.80	1.79	0.00	0.00	69,794
Interest	3/1/2018	9/1/2022	Federal Agencies	FEDERAL HOME LOAN BANK	3130AC7E8	50,000,000	2.17	2.17	0.00	0.00	542,500
Interest	3/2/2018	7/2/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371EDT1	50,000,000	1.78	1.78	0.00	0.00	69,211
Interest	3/2/2018	7/2/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371EQ77	50,000,000	1.77	1.77	0.00	0.00	68,822
Interest	3/2/2018	7/2/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T3R7	50,000,000	1.73	1.73	0.00	0.00	67,266
Interest	3/2/2018	1/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGDM4	25,000,000	1.74	1.74	0.00	0.00	33,828
Interest	3/2/2018	12/2/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGN43	50,000,000	1.74	1.74	0.00	0.00	67,655
Interest	3/2/2018	11/2/2020	Federal Agencies	FARMER MAC	3132X0KR1	25,000,000	1.78	1.78	0.00	0.00	34,605
Interest	3/3/2018	1/3/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG2V6	25,000,000	1.63	1.63	0.00	0.00	31,684
Interest	3/3/2018	1/3/2020	Federal Agencies	FARMER MAC	3132X0PG0	50,000,000	1.65	1.65	0.00	0.00	64,146
Interest	3/4/2018	9/4/2020	Supranationals	INTL BK RECON & DEVELOPM	459058GA5	50,000,000	1.62	1.63	0.00	0.00	417,500
Interest	3/5/2018	4/5/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NW36	50,000,000	1.73	1.73	0.00	0.00	67,257
Interest	3/6/2018	12/6/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XQJ6	25,000,000	1.81	1.81	0.00	0.00	35,186
Interest	3/6/2018	12/6/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XQJ6	50,000,000	1.81	1.81	0.00	0.00	70,372
Interest	3/7/2018	12/7/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GC48	50,000,000	1.81	1.81	0.00	0.00	70,392
Interest	3/7/2018	12/7/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009N5B8	50,000,000	1.81	1.81	0.00	0.00	69,225
Interest	3/7/2018	12/7/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5B0	50,000,000	1.78	1.78	0.00	0.00	31,777
Interest	3/8/2018	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFC72	25,000,000	1.63	1.63	0.00	0.00	63,555
Interest	3/8/2018	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFC72	50,000,000	1.63	1.63	0.00	0.00	125,454
Interest	3/8/2018	3/8/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427KSW8	27,838,000	1.80	1.80	0.00	0.00	35,958
Interest	3/8/2018	12/8/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	1.85	1.85	0.00	0.00	35,958
Interest	3/8/2018	12/8/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGS97	25,000,000	1.85	1.85	0.00	0.00	35,958
Interest	3/9/2018	11/9/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GZT8	50,000,000	1.78	1.78	0.00	0.00	69,196
Interest	3/9/2018	11/9/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XLP7	50,000,000	1.77	1.77	0.00	0.00	68,807
Interest	3/9/2018	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	1.76	1.76	0.00	0.00	34,306
Interest	3/9/2018	8/9/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGED3	25,000,000	1.76	1.76	0.00	0.00	34,306
Interest	3/11/2018	6/11/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	1.63	1.65	0.00	0.00	63,224
Interest	3/12/2018	6/12/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NU46	50,000,000	1.68	1.68	0.00	0.00	209,848
Interest	3/13/2018	3/13/2020	Federal Agencies	FEDERAL HOME LOAN BANK	313378J77	15,710,000	1.88	1.56	0.00	0.00	147,281
Interest	3/13/2018	9/13/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACF33	25,000,000	1.88	1.95	0.00	0.00	234,375
Interest	3/14/2018	9/14/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFQ3	25,000,000	0.88	0.91	0.00	0.00	109,375
Interest	3/15/2018	10/15/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T4S4	50,000,000	1.78	1.78	0.00	0.00	69,125
Interest	3/15/2018	6/15/2022	Federal Agencies	FREDDIE MAC	3134GBBF2	50,000,000	2.01	2.01	0.00	0.00	502,500
Interest	3/16/2018	4/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	1.64	1.73	0.00	0.00	63,705
Interest	3/17/2018	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	1.72	1.72	0.00	0.00	33,444
Interest	3/17/2018	10/17/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGFK6	25,000,000	1.72	1.72	0.00	0.00	33,444
Interest	3/19/2018	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	1.72	1.72	0.00	0.00	33,444
Interest	3/19/2018	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	1.72	1.72	0.00	0.00	33,444
Interest	3/19/2018	12/19/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009N5M4	50,000,000	1.83	1.83	0.00	0.00	68,766
Interest	3/19/2018	3/19/2019	Federal Agencies	FARMER MAC	3132X0ED9	40,000,000	1.68	1.68	0.00	0.00	168,331
Interest	3/20/2018	6/20/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGGC3	25,000,000	1.71	1.71	0.00	0.00	33,323
Interest	3/20/2018	8/20/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX67	50,000,000	1.71	1.71	0.00	0.00	66,646
Interest	3/20/2018	3/20/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EZH26	20,000,000	1.45	1.49	0.00	0.00	145,000
Interest	3/21/2018	12/21/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5K0	50,000,000	1.83	1.83	0.00	0.00	70,997
Interest	3/21/2018	12/21/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGX75	50,000,000	1.79	1.79	0.00	0.00	69,441
Interest	3/22/2018	3/22/2021	Federal Agencies	FEDERAL HOME LOAN BANK	3130AAYP7	8,585,000	2.20	2.17	0.00	0.00	94,435
Interest	3/23/2018	1/23/2019	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371EL21	25,000,000	1.85	1.85	0.00	0.00	36,021
Interest	3/23/2018	9/23/2019	Federal Agencies	FREDDIE MAC	3134GAHR8	25,000,000	1.38	1.38	0.00	0.00	85,938
Interest	3/24/2018	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	1.95	1.95	0.00	0.00	151,721
Interest	3/25/2018	2/25/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBU8	50,000,000	1.80	1.80	0.00	0.00	69,833
Interest	3/25/2018	1/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	1.78	1.78	0.00	0.00	27,700
Interest	3/25/2018	1/25/2021	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EG4T9	20,000,000	1.78	1.78	0.00	0.00	27,700
Interest	3/26/2018	7/26/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78009N5X0	50,000,000	1.82	1.82	0.00	0.00	70,805
Interest	3/26/2018	7/26/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T3W6	50,000,000	1.77	1.77	0.00	0.00	68,861
Interest	3/26/2018	10/25/2018	Negotiable CDs	BANK OF MONTREAL CHICAGO	06371ERP4	45,000,000	1.83	1.83	0.00	0.00	64,075

# Investment Transactions

## Pooled Fund

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	3/26/2018	10/25/2018	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417GZR2	50,000,000	1.82	1.82	0.00	0.00	70,805
Interest	3/26/2018	10/25/2018	Negotiable CDs	TORONTO DOMINION BANK NY	89113XJJ4	50,000,000	1.82	1.82	0.00	0.00	70,805
Interest	3/27/2018	11/27/2018	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UAW5	25,000,000	1.93	1.93	0.00	0.00	37,551
Interest	3/27/2018	9/27/2019	Federal Agencies	FANNIE MAE	3135G0QQ30	50,000,000	1.18	1.18	0.00	0.00	295,000
Interest	3/28/2018	9/28/2018	Federal Agencies	FEDERAL HOME LOAN BANK	3130A9C90	25,000,000	1.05	1.05	0.00	0.00	131,250
Interest	3/28/2018	12/28/2018	Negotiable CDs	WESTPAC BANKING CORP NY	96121T5M6	50,000,000	1.88	1.88	0.00	0.00	73,033
Interest	3/28/2018	9/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	18,000,000	1.38	1.48	0.00	0.00	123,750
Interest	3/28/2018	9/28/2020	Federal Agencies	FEDERAL HOME LOAN BANK	3130ACE26	30,000,000	1.38	1.48	0.00	0.00	206,250
Interest	3/30/2018	9/30/2019	Supranationals	INTL BANK RECON & DEVELO	459058FQ1	50,000,000	1.20	1.75	0.00	0.00	300,000
Interest	3/31/2018	4/1/2018	Money Market Funds	FIDELITY INST GOV FUND	31607A703	245,810,159	1.42	1.42	0.00	0.00	356,389
Interest	3/31/2018	4/1/2018	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	100,671,769	1.61	1.61	0.00	0.00	16,740
<b>Subtotals</b>						<b>\$2,841,646,435</b>	<b>1.70</b>	<b>1.71</b>	<b>\$ -</b>	<b>\$ -</b>	<b>6,883,555</b>

<b>Grand Totals</b>	52 Purchases	(6) Sales	(32) Maturities / Calls	14 Change in number of positions
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