



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, September 27, 2022, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99
(depending on your provider)

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2495 385 4046 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Peskin (Vice Chair), Chan, Dorsey Mar, Melgar, Preston, Ronen, Safai, Stefani, and Walton

CLERK: Elijah Saunders

Remote Access to Information and Participation

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

Page 2 of 3

ITEM	PAGE
1. Roll Call	
2. Chair’s Report – INFORMATION	
3. Executive Director’s Report - INFORMATION	
4. Approve the Minutes of the September 13, 2022 Meeting – ACTION*	5

Consent Agenda

ITEM	PAGE
5. [Final Approval] Appoint Najuawanda Daniels to the Community Advisory Committee – ACTION*	13
6. [Final Approval] Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests – ACTION*	19
<p>Project: <u>Prop K</u>: PCJPB: Guadalupe River Bridge Replacement and Extension (\$1,963,825). SFPW: Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape (\$900,000), Tree Planting and Establishment (\$1,548,980). <u>Prop AA</u>: SFPW: Oakdale Lighting Improvements Project Phase I (\$324,000)</p>	

End of Consent Agenda

ITEM	PAGE
7. [Final Approval on First Appearance] Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations – ACTION*	65
<p>Projects: BART: Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) (\$13,300,000), Elevator Modernization Design for 16th Street Mission, 24th Street Mission, and Balboa Park Stations (\$4,945,000), Elevator Next Generation Fare Gates in San Francisco (\$4,314,600). SFCTA: West Side Bridges Seismic Retrofit (\$10,000,000), Yerba Buena Island Multi-Use Pathway (\$3,000,000). SFMTA: Bayview Community Multimodal Corridor (\$5,000,000), Central Embarcadero Safety Project (\$6,320,000), 29 Sunset Improvement Project Phase 1 (\$5,976,000).</p>	
8. [Final Approval on First Appearance] Adopt a Support Position on Proposition 30, the Clean Cars and Clean Air Act – ACTION*	95
9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Quarter Ended June 30, 2022- INFORMATION*	127

Other Items

ITEM	PAGE
10. Introduction of New Items – INFORMATION	



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

Page 3 of 3

ITEM

PAGE

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

11. Public Comment

12. Adjournment

*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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

[this page intentionally left blank]



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 13, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Mar (entered during Item 2) Melgar (entered during item 7) (2)

2. [Final Approval on First Appearance] Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - ACTION

There was no public comment.

Commissioner Peskin moved to approve the Resolution, seconded by Commissioner Dorsey.

The Resolution was approved without objection by the following vote:

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

Absent: Commissioner Melgar (1)

3. Approve the Minutes of the July 26, 2020 Meeting - ACTION

There was no public comment.

Commissioner Ronen moved to approve the minutes, seconded by Commissioner Preston.

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

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

Absent: Commissioner Melgar (1)

4. Community Advisory Committee Report - Information*

Community Advisory Committee (CAC) Member Kevin Ortiz reported that the July 27th CAC meeting was primarily focused on informational items such as an update on the CAC By-Laws and an ethics training. He continued by stating that at the September 7th meeting the CAC had a lengthy discussion on the One Bay Area Grant Cycle 3 project nominations, particularly around the Elevator Modernization design project. Member Ortiz reported that he had made the motion to move funds from the BART fare gates project to the Elevator Modernization Design for the 16th,



24th, and Balboa Park Stations that was not a part of the staff recommendation. Member Ortiz cited concerns about moving funds from those more working-class stations that are primarily serving Latine-X neighborhoods and instead using funds to replacing BART's fare gates [at San Francisco's BART stations]. Mr. Ortiz related that he did eventually vote for the staff recommendation but requested that there be ongoing updates by BART to the CAC about funding and a timeline for these stations, starting with the October and December CAC meetings.

There was no public comment.

5. Appoint One Member to the Community Advisory Committee - ACTION

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

Najuawanda Daniels spoke to her interest and qualifications in being appointed to the CAC.

Commissioner Walton expressed his support for Ms. Daniels and his excitement to have her join the CAC.

There was no public comment.

Commissioner Walton moved to appoint Ms. Daniels to the CAC, seconded by Commissioner Stefani.

The motion to reappoint Ms. Daniels was approved without objection by the following vote:

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

Absent: Commissioner Melgar (1)

6. State and Federal Legislation Update - INFORMATION*

Mark Watts, the Transportation Authority's State Legislative Advocate, presented the item per the staff memorandum.

There was no public comment.

7. Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations – ACTION*

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

Commissioner Ronen stated that she did not understand why the staff recommendation for the Elevator Modernization Design at 16th Street Mission, 24th Street Mission, and Balboa Park Bay Area Rapid Transit District (BART) stations was \$0 when the request was for nearly \$5 million. She also said that she did not understand why the elevators at Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, and Glen Park stations were prioritized over the Mission Street and Balboa Park station elevators, when those elevators were in need of modernization.

Ms. LaForte responded that both elevator projects scored closely, however the funding for Elevator Modernization Project Phase 1.3 would round out the funding



plan for construction, which was slated to start in the beginning of 2023. She said that BART's request for the Elevator Modernization Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations was for the design phase, which was slated to start in January 2025. Ms. LaForte stated that one of the things staff considered, in addition to score order, was whether alternative funding sources could be available for projects. She explained that the Transportation Authority had a history of funding elevator design and construction through the Prop K sales tax, Prop AA vehicle registration fee and potentially from state funding and that was taken into consideration in the final recommendations. She noted that the CAC amendment to report back on the funding plan and schedule for the Elevator Modernization Project at 16th Street Mission, 24th Street Mission, and Balboa Park would help ensure that the funding conversations would advance and the proposed project schedule would stay on track.

Commissioner Ronen asked BART to explain why the 16th Street Mission, 24th Street Mission, and Balboa Park elevators were deprioritized compared to the other stations and why they were on a later timeline. She stated that the 16th Street Mission and 24th Street Mission stations were a mess and they had not historically been prioritized.

Rob Jaques, Manager of Grants and Funding Advocacy at BART, responded that the elevator modernization program was a system wide program to improve and modernize all the elevators across the BART system. He stated that one of the challenges with the program was to secure funding, so the elevator team at BART had prioritized the elevators system wide based on current condition such as downtime and ridership at the station. He continued to explain that the stations with heavier use and elevators in the worst condition were prioritized first, leading to BART's prioritization of the four Market Street elevators. Mr. Jaques stated there was work done on the 24th Street Mission elevators in 2019 and 2021 to replace certain components when the elevators went out of service to work as a bridge until funding could be secured to advance design and construction for elevator modernization at that station. He continued by noting that significant funding for the four downtown elevators and the Glen Park elevator had been secured in the past several years from Prop K, Prop AA, MUNI, and other funding sources, including federal funds, and as a result, the Elevator Modernization Project Phase 1.3 would be ready to advance to construction and would be completed by 2029. Mr. Jaques stated that the remaining stations in San Francisco were in an earlier stage of development and did not have funding committed yet and if the Elevator Modernization Design at 16th Street Mission, 24th Street Mission, and Balboa Park stations was funded at this time, that would allow design to begin in a few years.

Mr. Jaques explained that one of the factors BART considered when they submitted applications for OBAG was the expenditure timeline for the funds. He explained that the obligation deadline for OBAG 3 funds was 2027 and based on that, the sequencing of BART applications reflected how quickly the projects could spend the funds. He stated that BART's top priority project (Next Generation Fare Gates) could spend the funds more quickly than the second (Elevator Modernization Phase 1.3), which could spend funds more quickly than the third project (Elevator Modernization Design at 16th Street Mission, 24th Street Mission, and Balboa Park) and that was how BART prioritized the projects for this specific funding source.



Commissioner Ronen stated that BART did request funding for the Elevator Modernization Design at 16th Street Mission, 24th Street Mission, and Balboa Park and it is the staff that recommended \$0 funding allocation and that she did not weigh in on the decision. She asked what the impact on the timeline of the Mission Street and Balboa Park elevators would be if the staff recommendation were followed.

Mr. Jaques responded that BART was looking ahead at Measure L which would have funds set aside for BART. He stated that the timeline would be impacted by various factors and there were federal resources to put towards the project, but that it could delay the design phase of the project.

Sylvia Lamb, Chief Maintenance and Engineering Officer at BART, stated that there were funds invested in the 16th Street Mission, 24th Street Mission, and Balboa Park elevators right now in the planning phase. She stated that it was not a matter of delaying that project, but rather the elevators in Phase 1.3 would be able to be accelerated because they were ready to go. She stated that BART was constantly looking for funds to keep projects moving and the elevators at 16th Street Mission, 24th Street Mission, and Balboa Park were next on the list and BART would continue to work on planning and securing funds.

Commissioner Ronen asked if the \$5 million for design would accelerate the timeline for the Elevator Modernization Design project at 16th Street Mission, 24th Street Mission, and Balboa Park.

Ms. Lamb responded yes. [Subsequently clarified that the \$5 million would enable the design phase to start in January 2025 as listed in the OBAG application.]

Commissioner Safai expressed disappointment in the staff recommendations. He stated that he supported the planning for future growth and development on Treasure Island, however the level of investment that had gone to the Balboa Park BART station and transportation infrastructure has been paltry. He stated that he had to fight between BART, SFMTA, and the Transportation Authority for \$1-\$2 million in funding to finish a plaza at the Balboa Park station. He stated that the Balboa Park station was one of the most highly frequented stations in the BART system. He stated he would support bike paths on Treasure Island. He stated that there had been stories written about seniors and people with disabilities who could not get into the station, and he would not vote for the recommendation today. He stated that he would like staff to revisit the recommendations and that the recommendations were for projects everywhere but his district and he was tired of his district being overlooked.

Commissioner Melgar echoed Commissioner Safai's comments regarding the Balboa Park station. She asked staff to discuss improvements that were happening that were not specifically transportation but related to transportation. She stated that she had been working with Commissioner Safai on the transit plan for Ocean Avenue, which the Transportation Authority had worked on as well, and which was related to the ridership at the Balboa Park BART and Muni stations. She stated that the connection of Muni and BART at the Balboa Park station, which served important schools, was terrible. She stated that it was important to create the infrastructure for young people and the merchant corridor along Ocean Avenue to succeed. She stated that the Housing Element, which would be up for approval by the Board in January 2023, had slated more density for Ocean Avenue and the surrounding neighborhoods, including affordable housing units. She expressed understanding of Mr. Jaques and Ms. Lamb's



earlier comments regarding the condition of elevators and ridership of BART stations. She asked for staff to speak to how the Transportation Authority was looking forward to the ambitious projects that were attached to additional housing and transportation funding and that were related to addressing the climate crisis.

Tilly Chang, Executive Director of the Transportation Authority, thanked Commissioners Ronen and Safai for their feedback and comments and recommended that the conversation continue with BART staff, which submitted three proposals for the OBAG Cycle 3 funding. She started that the 29 Sunset Improvement Project Phase 1 was on the staff recommendation list and served the Ocean Avenue corridor and Balboa Park and District 11 riders. She expressed understanding regarding the concerns about the funding for the Mission Street and Balboa Park elevators. She stated that the \$5 million design request was a request that staff could be creative with in terms of securing funding and could continue to work with BART staff to fund that design in parallel with the OBAG requests. She stated that OBAG was only one funding source and staff could reconsider the prioritization but must also consider all the other projects that were happening, as well.

Director Chang stated that the Transportation Authority was constantly working with the Commissioners and other transportation agencies on projects, such as the Ocean Avenue Corridor Action Plan, and on projects that have a land use component as well. She stated that the staff considered the criteria that the Metropolitan Transportation Commission established. She asked that the Board would not shift funds away from projects such as the Central Embarcadero Safety Project, the Bayview Community Multimodal Corridor, and the West Side Bridges projects. She stated that the West Side Bridges project was shovel-ready and had federal funding. She stated that staff could be creative in ways to advance the elevator design at the Mission Street stations and stated that staff would work on it and bring it back to the Board.

Commissioner Walton asked if it was possible to pull projects off the list and still vote on projects that they would like to support.

Ms. Chang replied yes.

Commissioner Ronen stated that she understood the funding was relational so the Board should consider the OBAG project nominations as a whole. She asked if continuing the item would have any negative impacts.

Ms. LaForte replied that the deadline to submit the list of prioritized projects to MTC was September 30 so the item could be continued without impact.

Commissioner Ronen made a motion to continue the item to the September 27 meeting.

Commissioner Safai seconded the motion.

Bevan Dufty, BART Board of Directors, stated that BART spoke with all the Commissioners, except for Commissioner Dorsey, during the prior Expenditure Plan Advisory Committee process and BART was outspoken in the needs they had and how important BART was in the recovery of San Francisco. He stated that he welcomed the conversation and the opportunity to work with Transportation Authority staff and to meet with Commissioners Ronen and Safai.

Janice Li, BART Board of Directors, stated that she appreciated the comments and the



due diligence and echoed Director Dufty's comments. She stated that BART would continue working with Transportation Authority staff to find a path forward and expressed a commitment to funding all the projects with the limited funding that was available.

Commissioner Mar expressed appreciation for the discussion around the elevator modernization projects at the Mission Street and Balboa Park stations to ensure they would move forward whether it was from OBAG 3 funding or another source. He expressed strong support for the 29 Sunset Improvement Project on the staff recommendation list and stated that it was an important project due to the route connecting the West side of San Francisco with the Southeastern neighborhoods and it served many schools along the line. He stated that he, along with Commissioners Chan and Melgar, had been advocating for significant improvements to North-South transit on the West side and this funding would be an important first step to improving and expanding transit there. He thanked the SFMTA and Transportation Authority for their work on the 29 Sunset Improvement Project application and the Transportation Authority staff for their work on the overall package of OBAG 3 funding proposals.

There was no public comment

Chair Mandelman continued the item at the September 27 Board meeting.

8. Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests – ACTION*

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

Commissioner Safai said that Sickles Ave was one of the highest injury locations in the city and was extremely dangerous for children, seniors, and families. He stated that the design would address injuries, pedestrian safety, and bicycle safety issue given its located near the freeway and various neighborhoods. He also was glad that tree planting was moving forward and expressed his satisfaction with the tree maintenance work conducted by SF Clean City, a female-owned small business in district.

During public comment, Gia Grant, SF Clean City Executive Director said her organization is a non-profit that operates as a social enterprise. She added that Clean City has watered the trees in District 11 and in the southeast part of the city for about five years. She said she looks forward to seeing the data that Public Works will produce regarding survival rates for new trees. She also said that Clean City not only conducted tree maintenance but was a workforce program for low-income San Franciscans.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mandelman, Mar, Melgar, Paskin, Preston, Ronen, Safai, Stefani, and Walton (11)

9. San Francisco Transportation Plan Update - INFORMATION*

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.



Commissioner Preston asked what assumptions about transit fares were made in the 30-year revenue projections.

Maria Lombardo, Chief Deputy Director, answered that the Transportation Authority used the San Francisco Municipal Transportation Agency's long-term planning estimates. Ms. Lombardo also shared that the Free Muni for All Youth program was assumed to continue throughout the 30-year plan period.

Commissioner Preston asked for confirmation that scheduled fare increases were assumed in the revenue projections and that the projections did not include expansion of free or reduced fare programs outside of Free Muni for All Youth. Ms. Lombardo confirmed that this was correct.

Commissioner Preston noted that affordability was listed in the San Francisco Transportation Plan (SFTP) policy priorities and initiatives. He then confirmed with Transportation Authority staff that Free Muni for All Youth was the only investment in the SFTP specifically targeted at transit affordability. Commissioner Preston urged the Transportation Authority to consider additional discounted or free transit pilots or policies. Commissioner Preston noted that other peer cities across the US were piloting free or reduced transit fares. He said that he would like to see discussion in the SFTP about fare assumptions and about approaches to invest in transit affordability.

Chair Mandelman shared that it would be interesting to see how free or reduced fares affect funding for transit operations.

Tilly Chang, Executive Director, shared that the Transportation Authority understood the importance of this topic. She shared that in both the SFTP's Investment Plan, which was constrained to expected revenues, and in the Vision Plan, which assumed additional new revenues, San Francisco was unable to fund transit service equivalent to what existed in 2019. She said that this was an important debate to have: we could spend resources on improving affordability or on restoring service. Ms. Chang said that this was a national conversation as cities were faced with reduced fare revenue and expiring COVID relief funds. Ms. Chang said that we needed to move toward a different way of funding transit which was not based on ridership and fares. She referenced the library system where voters were asked to tap the city's property tax base, as one example of an alternate funding system.

Chair Mandelman asked for clarification about what transit service the SFTP Investment and Vision Plans could fund.

Mx. Paz shared that the Investment Plan could fund the same level of service that San Franciscans experienced in 2022. In the vision plan, additional revenues would allow San Francisco to restore service which would bring the city closer to 2019 service levels but some gaps would remain.

Chair Mandelman responded that while Commissioner Preston was interested in reduced fares, he was interested in frequent service. He remarked that the SFTP was unable to restore service or reduce fares but rather gets San Francisco to a place where unmet needs remain.

Mx. Paz shared that the SFTP is updated every four years, and this was a particularly challenging time for an update. They shared that there was an opportunity in four



years to revisit revenue estimates and operational changes.

Ms. Chang mentioned that the State of California could be a partner in solving these transit funding challenges, however when asked, San Francisco's state delegation noted that these challenges were a national issues, and they were hesitant to get ahead of the national conversation. Ms. Chang said the next few years could be instructive as we see how revenues change and the national conversation evolves. Ms. Chang also noted that there were challenges to how the city was allowed to allocate various funding sources. As examples, she said that the city would like to spend more money on transit operations, but some funds are only eligible to be spent on capital improvements. She noted that funding for operations was hard to find, and that reality was important to consider for future revenue measures.

Commissioner Mandelman remarked on the fact that nearly 75% of Investment Plan revenues were regional and local. He noted that our local sales tax was often used to leverage federal capital dollars and asked whether the 75% local contribution was due to operational revenues. Ms. Chang confirmed that this was the case.

Commissioner Preston shared his ongoing frustration that conversations about fare reductions were framed in the context of reduced service. He said that there needed to be a more transparent discussion around fares and the impacts of reducing them in the City's long-term plans. He said that many San Franciscans were passionate about fare relief and wanted to find alternative funding for operations. He believed assuming our fare policy remained stagnant was a missed opportunity

There was no public comment.

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

Roland Lebrun commented on item 8 and said that he would like the Board or their staff, in conjunction with MTC, to pay close attention to some of the projects that come before them for funding. He suggests that they pay attention to the Caltrain Guadalupe River Bridge included in Item #8, located between Diridon and Tamien, and ask that they look closely at where the money is going rather than just the amount.

12. Adjournment

The meeting was adjourned at 11:27 a.m.



RESOLUTION APPOINTING NAJUAWANDA DANIELS TO THE COMMUNITY
ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

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

WHEREAS, There is one open seat on the CAC resulting from a member's resignation; and

WHEREAS, At its September 13, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Najuwanda Daniels to serve on the CAC for a period of two years; now therefore, be it

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

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



Memorandum

AGENDA ITEM 5

DATE: September 8, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 09/13/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the 11-member CAC, which requires Board action at this time. Commissioner Walton’s office is ready to nominate a candidate (Najuawanda Daniels) to fill the vacancy resulting from the resignation of the prior District 10 representative effective March 21. The District 4 office is currently evaluating potential candidates for the District 4 CAC seat, since the current representative (Nancy Buffum) will not be seeking reappointment when her term expires on September 21, 2022. District 8 is continuing to recruit and evaluate candidates with the intent of increasing diversity on the CAC. Applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac. The current roster of CAC members is included in Attachment 1. The application for the District 10 candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
--	--

DISCUSSION

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



“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents.”

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

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2022/23 budget.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 -CAC Roster
- Attachment 2 - CAC Application (Ms. Najuwanda Daniels)



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Attachment 1

Updated 09.08.22

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			10				
Nancy Buffum	F	C	4	Sunset	Transportation Justice, climate justice, equitable access	Sept 2018	Sept 2022
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Seniors	Sept 2018	Oct 2022
David Klein, Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Seniors	Sept 2018	Oct 2022
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2022
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 2008	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority Application for Membership on the Community Advisory Committee

Najuawanda	Daniels	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Black descended or African American		No	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 10		[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

I am a SF native, living in District 10 for over 30 years. I have utilized public transportation here in the City for well over 20 years. This allows me familiarity; I am also employed by one of SF's many labor organizations.

Statement of objectives:

My objective is to offer input and contribute to the work of this committee ensuring equitable transportation. As well as learn more about the processes this committee utilizes to serve our City.

Please select all categories of affiliation or interest that apply to you:

Social and racial justice; Labor; Neighborhood; Public Policy

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Najuawanda Daniels **7/21/2022**

NAME OF APPLICANT DATE

[this page intentionally left blank]



RESOLUTION ALLOCATING \$4,412,805 IN PROP K SALES TAX FUNDS AND \$324,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR FOUR REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received four requests for a total of \$4,412,805 in Prop K local transportation sales tax funds and \$324,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Guideways – Caltrain, Traffic Calming, Tree Planting and Maintenance; 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 each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, All of the requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$4,412,805 in Prop K funds, with conditions and \$324,000 in Prop AA funds, with conditions, for four projects, as described in Attachment 3 and detailed in the attached 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 approved Fiscal Year 2022/23 budget to cover the proposed actions; and

WHEREAS, At its September 7, 2022 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$4,412,805 in Prop K funds, with conditions and \$324,000 in Prop AA funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further



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

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

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

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

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2022/23
5. Prop K/Prop AA Allocation Request Forms (4)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	7, 22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,963,825	\$ -	\$ 41,880,423	77%	95%	Construction	Citywide
Prop K	38	SFPW	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape	\$ 900,000	\$ -	\$ 1,000,000	51%	10%	Design	11
Prop K	42	SFPW	Tree Planting and Establishment	\$ 1,548,980	\$ -	\$ 1,548,980	57%	0%	Construction	Citywide
Prop AA	PED	SFPW	Oakdale Lighting Improvements Project Phase 1	\$ -	\$ 324,000	\$ 324,000	NA	100%	Design	10
TOTAL				\$ 4,412,805	\$ 324,000	\$ 44,753,403	75%	90%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: PCJPB (Caltrain); SFPW (San Francisco Public Works)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7, 22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,963,825	\$ -	Requested construction funds would replace the two rail bridges over the Guadalupe River, which have exceeded their useful life. Bridge replacement is necessary to help address the instability and risk posed by the Guadalupe River to the bridge structures, as well as to avoid potential future damage due to erosion or earthquake damage. Construction is expected to start in November 2022 and be completed by March 2025.
38	SFPW	Excelsior Neighborhood Traffic Calming; Sickles Ave Streetscape	\$ 900,000	\$ -	Requested funds will be used to design safety improvements to Sickles Avenue, between Cayuga and Mission Street. This project includes five new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds. It also includes a new planted median island and street trees to create visual cues for drivers to slow down, and installation of pedestrian scale lighting to promote walkability and safety. SFPW expects to complete design by June 2024 and have the project open for use by September 2025, subject to funding availability.
42	SFPW	Tree Planting and Establishment	\$ 1,548,980	\$ -	Annual request to support an ongoing program to plant and establish trees with City crews and community partners. In FY2022/23 Public Works will plant 660 trees and add them to the weekly watering schedule for 3 years of establishment. The trees will then receive lifetime maintenance care through StreetTreeSF's guaranteed funding from the General Fund. A list of anticipated planting locations is available upon request. This is an annual request and will support program activities through June 30, 2023.
PED	SFPW	Oakdale Lighting Improvements Project Phase 1	\$ -	\$ 324,000	Funds are requested for the design phase for approximately 50 new pedestrian-scale and roadway-scale street lights and all electrical conduit, electrical services, and sidewalk restoration on Oakdale Avenue, between 3rd and Phelps streets. The project would make walking more inviting and safe along this important and busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan with significant stakeholder engagement. SFPW expects to complete design by December 2023 and construction by March 2025.
TOTAL			\$4,412,805	\$324,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	TNC Tax Funds Recommended	Recommendations
7, 22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,963,825		Our recommendation would fulfill San Francisco's member share contribution to Caltrain's Fiscal Year 2021/22 capital budget.
38	SFPW	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape	\$ 900,000		Our recommended deliverables include that upon completion of the design phase, SFPW shall provide an updated scope, schedule, budget and funding plan for the construction phase of the project.
42	SFPW	Tree Planting and Establishment	\$ 1,548,980		Our recommended deliverables note that quarterly progress reports shall include a young tree health and mortality report with counts and locations of trees in their 3-year establishment period that have been found by SFPW inspectors to have died. Report shall include the cause of death (e.g., vandalism, insufficient watering) and the contractor responsible for establishment.
PED	SFPW	Oakdale Lighting Improvements Project Phase 1	\$ -		Our recommended deliverables include that upon completion of the design phase, SFPW shall provide an updated scope, schedule, budget and funding plan for the construction phase of the project.
TOTAL			\$ 4,412,805	\$ -	

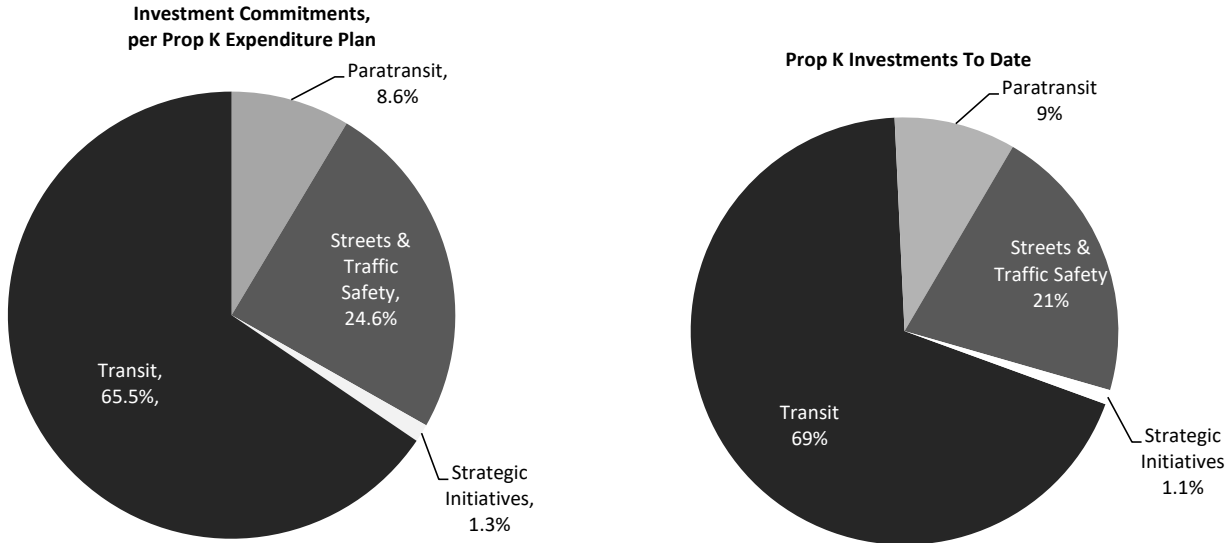
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY2022/23**

PROP K SALES TAX

FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 23,886,972	\$ 13,731,021	\$ 8,795,280	\$ 1,060,671	\$ 300,000
Current Request(s)	\$ 4,412,805	\$ 2,438,128	\$ 1,285,530	\$ 689,148	\$ -
New Total Allocations	\$ 28,299,777	\$ 16,169,149	\$ 10,080,810	\$ 1,749,819	\$ 300,000

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

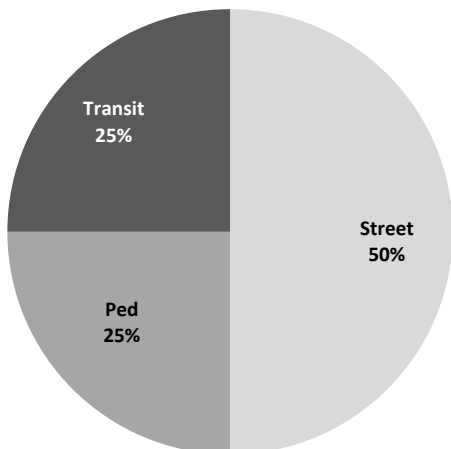


PROP AA VEHICLE REGISTRATION FEE

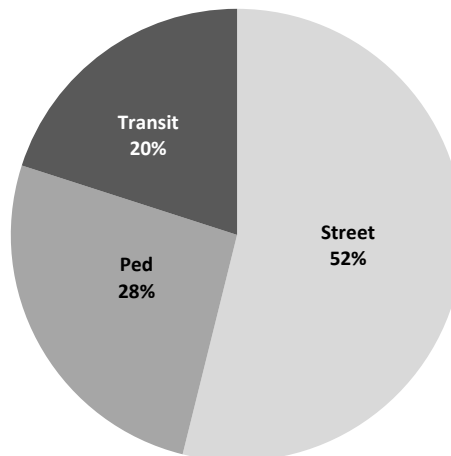
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215
Current Request(s)	\$ 324,000	\$ 162,000	\$ 162,000	\$ -	\$ -
New Total Allocations	\$ 6,675,186	\$ 1,589,428	\$ 1,174,714	\$ 2,060,829	\$ 1,850,215

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Guadalupe River Bridge Replacement and Extension
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Capital Improvement Program, Guideways - PCJPB
Current PROP K Request:	\$1,963,825
Supervisory District	Citywide

REQUEST

Brief Project Description

Replacement of the two rail bridges over the Guadalupe River, which have exceeded their useful life. Bridge replacement is necessary to help address the instability and risk posed by the Guadalupe River to the bridge structures, as well as to avoid potential future damage due to erosion or earthquake damage.

Detailed Scope, Project Benefits and Community Outreach

The two rail bridges over the Guadalupe River have exceeded their useful life and are in need of replacement to avoid slow orders and weight limits for Caltrain and freight operations. Scope of work on the northbound bridge (MT-1) consists of a full demolition of the existing 187-foot bridge, built in 1935, including wooden piles, piers, and sub-structure, and replacement with a new 265-foot bridge. Work on the southbound bridge (MT-2) consists of replacing sections of the existing bridge, built in 1990, from 195 feet to 250 feet in length and constructing a new abutment with a new pier at approximately 55 feet south of the existing abutment. Improvements also include upgrades of the existing piles and pile-caps to comply with current seismic requirements.

Project Location

The rail bridges are located over the the Guadalupe River in San Jose, California, between State Route 87 and the Willow Street overpasses.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,963,825

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Guadalupe River Bridge Replacement and Extension
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Negative Declaration
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2019	Oct-Nov-Dec	2020
Right of Way	Oct-Nov-Dec	2021	Oct-Nov-Dec	2021
Design Engineering (PS&E)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2022
Advertise Construction	Apr-May-Jun	2022		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Guadalupe River Bridge Replacement and Extension
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-107: Capital Improvement Program	\$0	\$272,825	\$0	\$272,825
EP-122P: Guideways - PCJPB	\$0	\$1,691,000	\$0	\$1,691,000
ACE Rail & UPRR	\$0	\$5,269,211	\$0	\$5,269,211
FTA	\$0	\$26,863,398	\$0	\$26,863,398
State	\$0	\$7,783,989	\$0	\$7,783,989
Phases In Current Request Total:	\$0	\$41,880,423	\$0	\$41,880,423

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,963,825	\$1,827,500	\$3,791,325
ACE Rail & UPRR	\$0	\$5,269,211	\$0	\$5,269,211
FTA	\$0	\$26,863,398	\$8,017,212	\$34,880,610
State	\$0	\$7,783,989	\$0	\$7,783,989
VTA Members	\$0	\$0	\$500,000	\$500,000
Funding Plan for Entire Project Total:	\$0	\$41,880,423	\$10,344,712	\$52,225,135

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$6,815,730		Actual costs of phase
Right of Way	\$103,432		Actual costs of phase
Design Engineering	\$5,091,353		Actual costs of phase
Construction	\$40,214,620	\$1,963,825	Engineering estimate at 100% design
Operations	\$0		

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Total:	\$52,225,135	\$1,963,825	

% Complete of Design:	100.0%
As of Date:	07/01/2022
Expected Useful Life:	100 Years

PROJECT:**Guadalupe River Bridge Replacement**

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		\$6,815,730
	PE/Env/PSE		\$5,091,353
	ROW Acq/Utilities Relo.		\$103,432
	Procurement		
	Construction		\$40,214,620
	Closeout		
	TOTAL	\$0	\$52,225,135

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE	08/21/17	12/31/21
	ROW Acquisition/Utilities Relo.	07/01/20	01/01/21
	Bid and Award	06/01/22	11/03/22
	Procurement		
	Construction	11/30/22	12/31/24
	Closeout	03/31/25	12/31/25

Cost Summary	FY2022	Prior Year	Future Budget	Total Request
	\$3,952,825	\$10,344,712	\$37,927,598	\$52,225,135

FY22 Funding Plan	Funding Source	Proposed
	Federal	\$1,591,200
	State	\$397,800
	Local Match JPB Member:	\$1,963,825
	<i>San Francisco</i>	\$1,963,825
	<i>San Mateo</i>	\$0
	<i>Santa Clara</i>	\$0
	Regional/Other	\$0
	TOTAL	\$3,952,825

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Guadalupe River Bridge Replacement and Extension
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,963,825	Total PROP K Recommended	\$1,963,825

SGA Project Number:		Name:	Guadalupe River Bridge Replacement and Extension - Construction EP22P
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	03/31/2026
Phase:	Construction	Fundshare:	4.03%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-122P	\$316,323	\$785,530	\$589,148	\$0	\$0	\$1,691,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Provide 2-3 photos of project with quarterly progress reports and upon project completion.

SGA Project Number:		Name:	Guadalupe River Bridge Replacement and Extension - Construction EP7
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	03/31/2026
Phase:	Construction	Fundshare:	0.65%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-107	\$272,825	\$0	\$0	\$0	\$0	\$272,825

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Provide 2-3 photos of project with quarterly progress reports and upon project completion.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	95.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	92.7%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Guadalupe River Bridge Replacement and Extension
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,963,825
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

LF

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Leslie Fong	Peter Skinner
Title:	Senior Administrative Analyst	Senior Grants Analyst
Phone:	(650) 508-6332	555-5555
Email:	fongl@samtrans.com	skinnerp@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$900,000
Supervisory District	District 11

REQUEST

Brief Project Description

Safety improvements to Sickles Avenue, between Cayuga and Mission Street. Project includes five new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, a new planted median island and street trees to create visual cues for drivers to slow down, and installation of pedestrian scale lighting to promote walkability.

Detailed Scope, Project Benefits and Community Outreach

Improvements to Sickles Ave, a neighborhood connection between major thoroughfares Alemany Blvd and Mission St as well as the I-280, will create a traffic calming impact and safety improvements for pedestrians while aesthetically enhancing the neighborhood. As drivers commonly speed down Sickles Avenue due to the wide straight road and close proximity to the freeway, traffic calming improvements will change the dynamic of the street and slow drivers.

The proposed improvements include five new corner bulb-outs, creating shorter crossing distances for pedestrians and reducing vehicle speeds with wider turns. New planted median islands and street trees will narrow the travel lanes and create visual cues to drivers to slow down as they pass through a residential neighborhood. Installation of new street and pedestrian scale lighting will promote greater walkability and overall safety for pedestrians and drivers. The final layout of the lighting will be determined pending a photometric study and light uniformity levels reviewed with SFPUC.

Bulb-outs are proposed at the following corners:

- Sickles & Cayuga east
- Sickles & Sears west
- Sickles & Huron west
- Sickles & Huron east
- Sickles & Mission east

Planning for the project began in 2018 at the request of District 11 Supervisor's Office and in response to community inquiries to improve safety and beauty for Sickles Avenue. A community meeting with San Francisco Public Works and Supervisor Safai was held in February 2020 to present

conceptual plans, to receive additional public comments, and to answer questions residents may have had regarding the project's planned scope of work.

Project Location

District 11 - Sickles Avenue between Cayuga and Mission Street.

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$2,050,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
----------------------------	-----

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Apr-May-Jun	2024
Advertise Construction	Apr-May-Jun	2024		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2025
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

SCHEDULE DETAILS

SFPW will coordinate with the District Supervisor's office to conduct community outreach and may include in person events to showcase the design development.

A project website will be created to provide updates during the design and construction phases of the project with contact details for SFPW staff.

Environmental Clearance for this project falls under the Better Streets Plan.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$900,000	\$0	\$900,000
Prop B General Fund	\$100,000	\$0	\$0	\$100,000
Phases In Current Request Total:	\$100,000	\$900,000	\$0	\$1,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$900,000	\$0	\$900,000
Prop B General Fund	\$100,000	\$0	\$0	\$100,000
TBD (potential sources Local Partnership Program, Active Transportation Program, Affordable Housing Sustainable Communities, and General Fund)	\$4,300,000	\$0	\$0	\$4,300,000
Funding Plan for Entire Project Total:	\$4,400,000	\$900,000	\$0	\$5,300,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,000,000	\$900,000	SFPW, Conceptual Design Estimate
Construction	\$4,300,000		SFPW, Conceptual Design Estimate
Operations	\$0		
Total:	\$5,300,000	\$900,000	

% Complete of Design:	0.0%
As of Date:	08/26/2022
Expected Useful Life:	N/A

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

Project Name: Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 800,000	
2. Consultant (analysis of soils, potholing, and utility coordination/drafting works)	\$ 50,000	
3. Other Direct Costs *	\$ 25,000	
4. Contingency	\$ 125,000	14%
TOTAL PHASE	\$ 1,000,000	

*PUC, PG&E, Permits

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 45,000
SFPW	\$ 755,000
TOTAL	\$ 800,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$900,000	Total PROP K Recommended	\$900,000

SGA Project Number:		Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Sponsor:	Department of Public Works	Expiration Date:	12/31/2024
Phase:	Design Engineering	Fundshare:	90%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$300,000	\$500,000	\$100,000	\$0	\$0	\$900,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of the design phase, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) and an updated scope, schedule, budget and funding plan for the construction phase of the project.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	10%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	83%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$900,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

VC

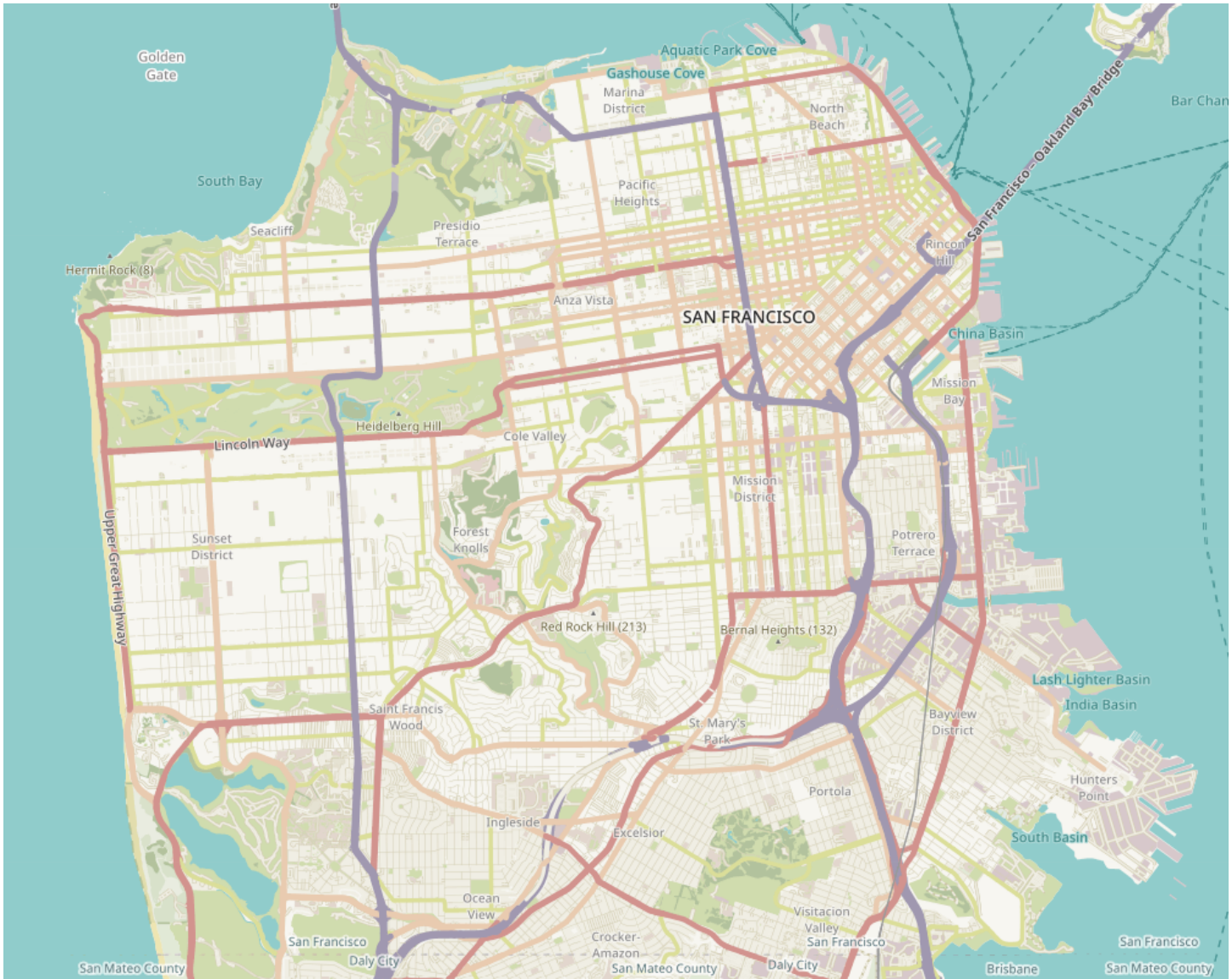
CONTACT INFORMATION

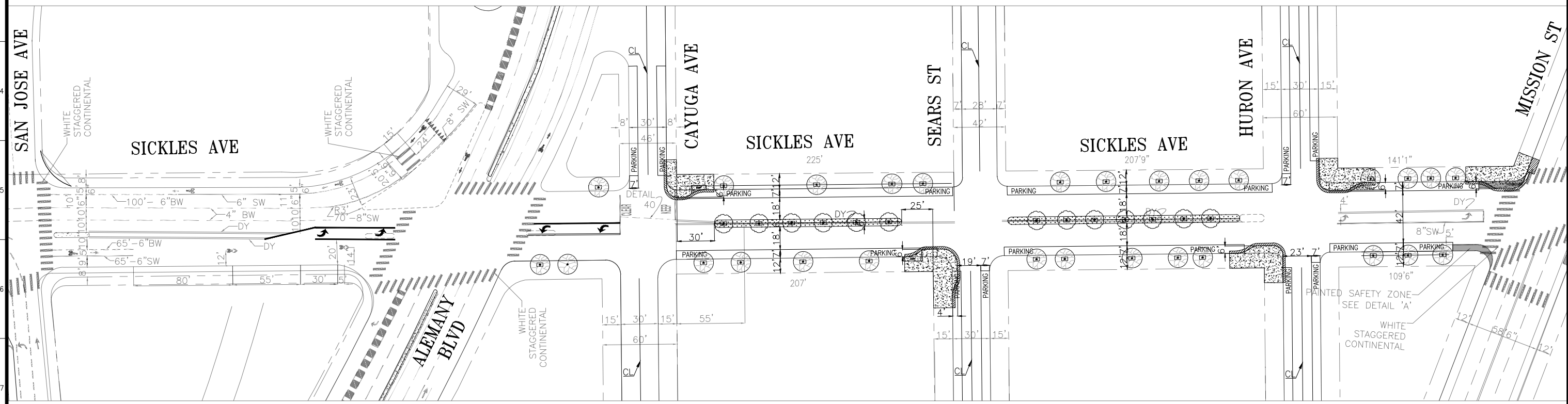
	Project Manager	Grants Manager
Name:	Trent Tieger	Victoria Chan
Title:	Project Manager	Principal Administrative Analyst
Phone:	(415) 558-4045	(415) 205-6316
Email:	trent.tieger@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority Allocation Request Form

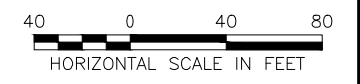
FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	Department of Public Works

PROJECT LOCATION



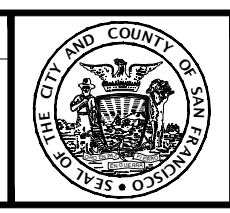



CONCEPTUAL
 FOR DISCUSSION PURPOSES ONLY
 SUBJECT TO TURNING TEMPLATE ANALYSIS
 AND SFMTA TASC APPROVAL



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 11/16/21 17:42, BY: obrarodas				

REFERENCE INFORMATION
 & FILE NO. OF SURVEYS




DESIGN & ENGINEERING
 PUBLIC WORKS
 CITY & COUNTY OF SAN FRANCISCO
 30 VAN NESS AVENUE, 5TH FLOOR
 SAN FRANCISCO, CA 94102 - 6028

Acting Section Mgr:	ERIC KJELSBORG	Date:	
Deputy Division Mgr:	FERNANDO CISNEROS	DESIGNED: DATE:	
Division Mgr:	PATRICK RIVERA	DRAWN: DATE:	
		CHECKED: DATE:	

SCALE:	1" = 40'
SHEET OF SHEETS	

CONCEPTUAL - PRELIMINARY
 SICKLES AVENUE
 SAN JOSE AVENUE TO MISSION STREET
 STREETSCAPE IMPROVEMENTS

CONTRACT NO.	XXXXJ
DRAWING NO.	
FILE NO.	
REV. NO.	

Drawing Path: W:\Sickles_Jamestown\Drawings\Sickles.dwg, Login: obrarodas
 Plot Time: Tue, 16 Nov 2021 - 5:43pm
 Dimension Scale: 1
 Model Units: Feet
 Xrefs: S:\SH\Olivia\Sickles\DEL_TBD.dwg

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Tree Planting & Maintenance
Current PROP K Request:	\$1,548,980
Supervisory District	Citywide

REQUEST

Brief Project Description

Public Works requests Prop K Tree Planting and Maintenance category funds programmed in FY22-23 to plant and establish trees with City crews and community partners. Public Works will plant 660 trees and add them to the weekly watering schedule for 3 years of establishment. The trees will then receive lifetime maintenance care through StreetTreeSF's guaranteed funding from the General Fund.

Detailed Scope, Project Benefits and Community Outreach

Public Works' Bureau of Urban Forestry maintains a Tree Database, which is updated on a daily basis by tree inspectors as new trees are planted and more locations are inspected. In addition to new tree locations, sites where trees have been removed and other empty tree basins are also prioritized. The list is continuously updated as there are many more empty tree basins/missing trees throughout the City, including recently removed trees, but listed locations have been inspected and found to be free of utility conflicts. The Tree Planting program is working counter-clockwise around the City through priority areas characterized by low levels of tree canopy. In recent years the program has focused on District 11, which was a low canopy area that that now has extensive new plantings. The program is currently focusing on Bayview-Hunters Point in District 10. Next, the program will turn its attention to the Tenderloin and SOMA areas where tree canopy levels are some of the lowest in the City. Lists of potential locations for new trees are available upon request for Districts 6 and 10, as well as the SOMA West and Tenderloin areas.

With a robust municipal tree care program through StreetTreeSF, Public Works is closing the gap on deferred street tree maintenance needs in the public right-of-way. However, the removal of dead, declining, and hazardous trees is creating a growing number of empty tree basins despite the SF Urban Forest Plan's goal of increasing the canopy from 125,000 to 155,000 trees. Using Prop K funds, 15 gallon and 24 inch box trees are planted and staked with TreeGator watering bags that are filled weekly by staff with watering trucks for the first 3 years to establish. Most trees are now being installed with hardware cloth screens as protection from vandalism. Prop K funds will be used to plant and establish new trees. The trees will be planted by City crews. Establishment work will be carried out by City crews and partners like Friends of the Urban Forest and the Clean City Coalition. Maintenance of established trees will be done using Prop E General Funds.

SFPW's urban forestry inspectors make individual visits to trees in the 3rd year after planting to determine if they have established enough to be removed from the watering list for tree establishment. Trees that need more watering time are not removed from the list. Missing trees are also noted in the establishment database, which is how mortality rates are currently measured for young trees. The biggest cause of young tree mortality is vandalism; often, trees are repeatedly vandalized in the same locations.

Data shows that the current number of trees sequesters over 19 million pounds of carbon dioxide and filters more than 100 million gallons of stormwater every year. Replacing trees in empty tree basins with climate-adapted, drought-tolerant trees will add to this public good, as well as improve walkability of streets, calm traffic, and raise property values.

Project Location

Citywide

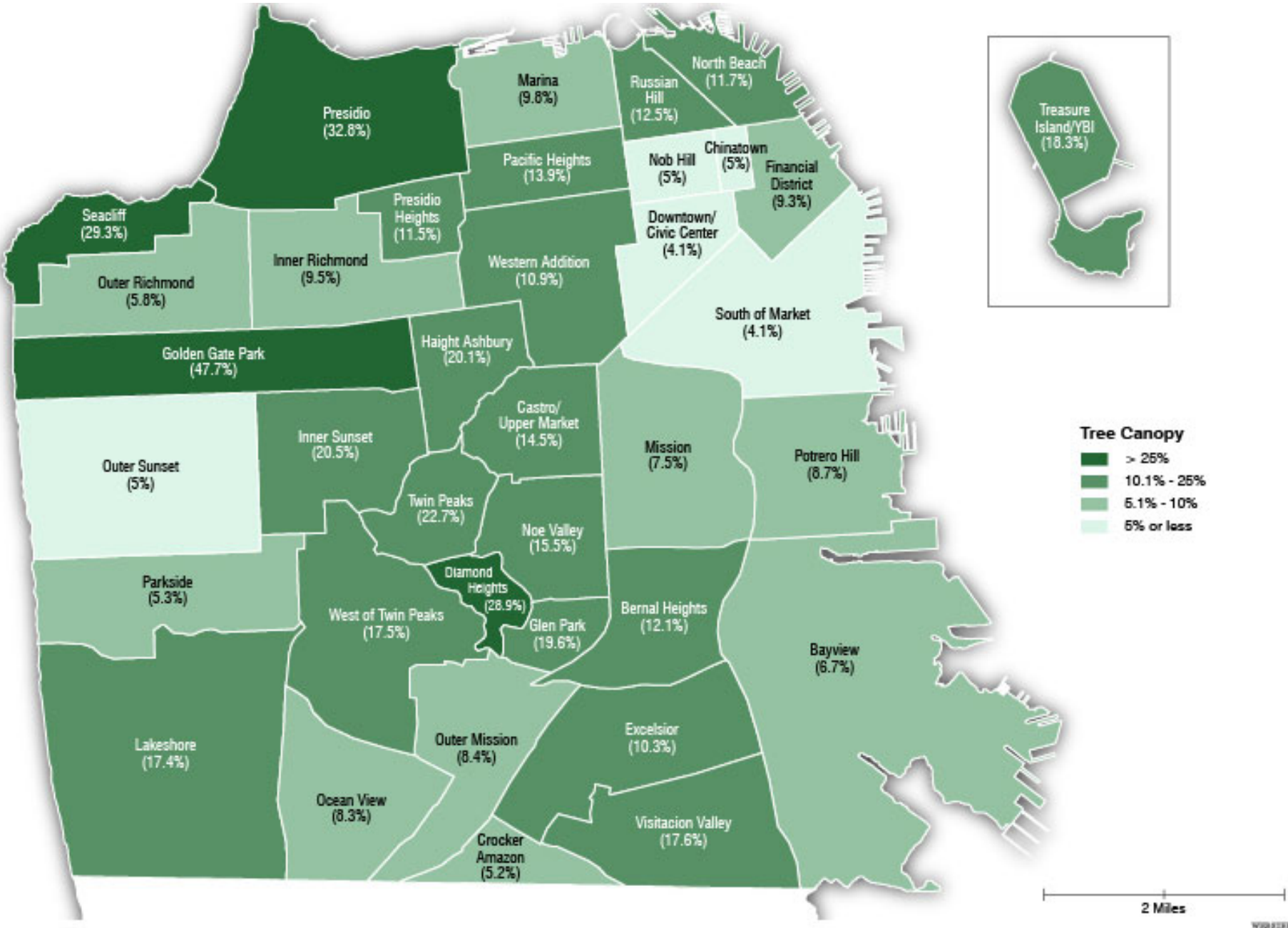
Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

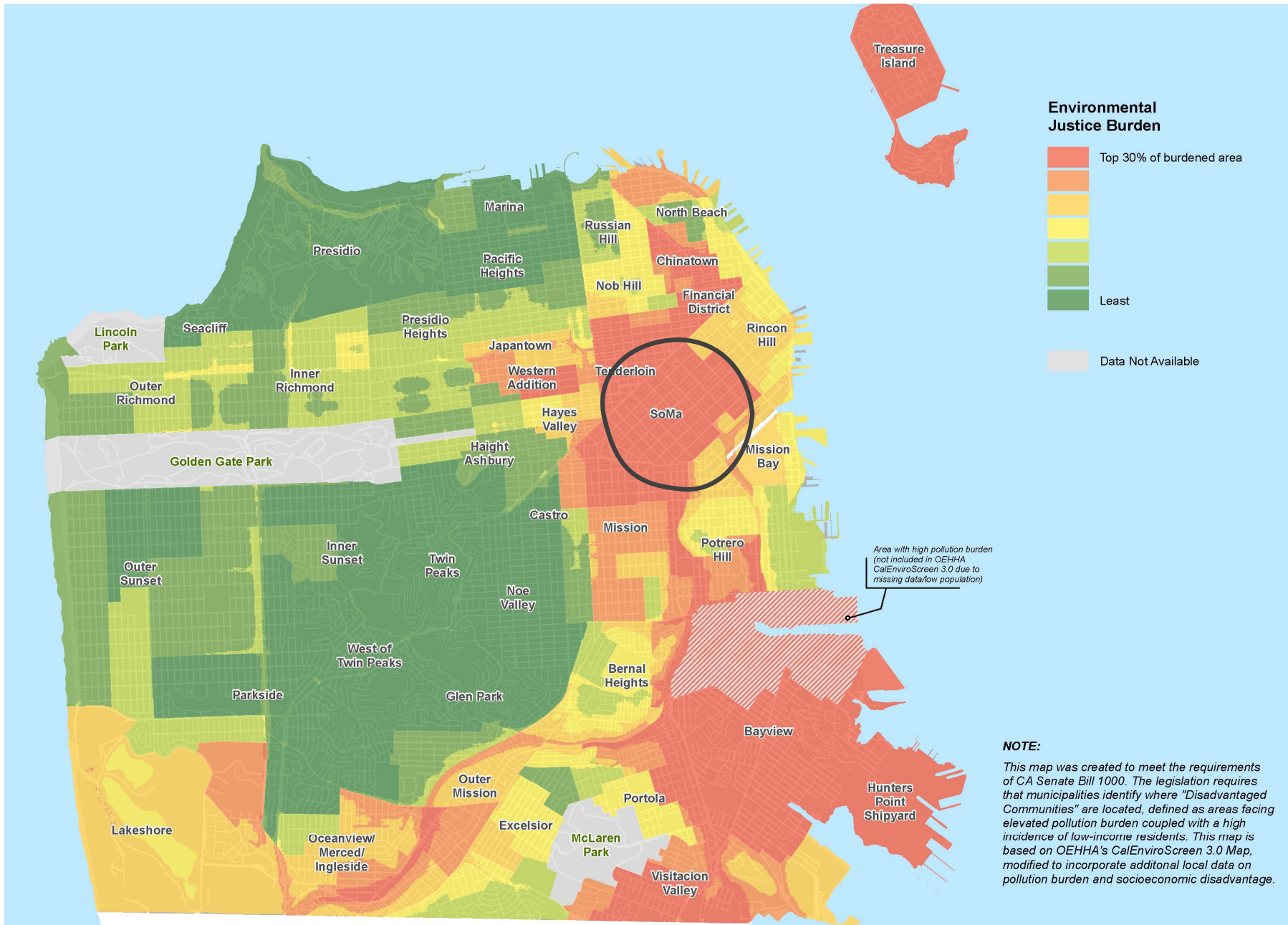
Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,548,980

Urban Tree Canopy by Neighborhood (Source: Bureau of Urban Forestry)



**SOMA:
4.1%**

Environmental Justice Communities (Source: SF Planning)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2023
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2023

SCHEDULE DETAILS

Public Works will work with partners like Friends of the Urban Forest to complete this work by planting trees, participating in community meetings, and coordinating with District Supervisor offices to notify residents of upcoming tree planting projects. Public Works will partner with Friends of the Urban Forest and the Clean City Coalition and is exploring new partnerships to aid in watering all our young trees.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-142: Tree Planting & Maintenance	\$0	\$1,548,980	\$0	\$1,548,980
Phases In Current Request Total:	\$0	\$1,548,980	\$0	\$1,548,980

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,548,980	\$1,548,980	Based on available funds
Operations	\$0		
Total:	\$1,548,980	\$1,548,980	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

Project Name: Tree Planting and Establishment

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
SFPW Labor - Tree Planting	662	\$ 588	\$ 389,289	New and replacement plantings
SFPW Labor - Tree Establishment	662	\$ 1,642	\$ 1,087,017	Establish trees
Tree Planting materials and supplies	662	\$ 110	\$ 72,673	Tree, stakes, and ties
TOTAL			\$ 1,548,980	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,548,980	Total PROP K Recommended	\$1,548,980

SGA Project Number:		Name:	Tree Planting and Establishment
Sponsor:	Department of Public Works	Expiration Date:	06/30/2024
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	Total
PROP K EP-142	\$0	\$1,548,980	\$0	\$0	\$0	\$1,548,980

Deliverables

1. Quarterly progress reports shall include the number and location of trees planted and undergoing establishment during the preceding quarter.
2. Quarterly progress reports shall include a young tree health and mortality report with counts and locations of trees in their 3-year establishment period that have been found by SFPW inspectors to have died. Report shall include the cause of death (e.g., vandalism, insufficient watering) and the contractor responsible for establishment.
3. Over the course of FY2022/23 quarterly progress reports shall provide 2-3 photos of trees planted, established and/or being planted or watered in FY2022/23.

Special Conditions

1. Prop K funds allocated to this project are only eligible for expenses incurred in the fiscal year for which the allocation was made (ending 6/30/2023). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (anticipated mid-August 2023), all remaining unclaimed amounts will be deobligated and made available for future allocations.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,548,980
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

SG

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Nicholas Crawford	Victoria Chan
Title:	Assistant Superintendent	Principal Administrative Analyst
Phone:	(415) 695-2103	(415) 205-6316
Email:	nicholas.crawford@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Oakdale Lighting Improvements Project Phase I
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	\$324,000
Supervisory District	District 10

REQUEST

Brief Project Description

Installation of approximately 50 new pedestrian-scale and roadway-scale street lights on Oakdale Ave, between 3rd Street and Phelps Street. The project will make walking more inviting and safe along this important and busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan (CBTP) with significant stakeholder engagement.

Detailed Scope, Project Benefits and Community Outreach

The project will install approximately 50 new pedestrian-scale and roadway-scale street lights (final number of lights will be determined through detailed design) and all electrical conduit, electrical services, and sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. Oakdale Avenue is a busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan (CBTP) with significant stakeholder engagement.

The current request is for Phase 1 of the project, with future phases of street/pedestrian-scale street lights planned along Oakdale Avenue from Phelps Street to Barneveld Avenue. Future phases may also include transit shelter lighting to improve the pedestrian and transit rider experience.

Prior Community Engagement: Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview CBTP, adopted in 2020. The Bayview CBTP engaged over 4,000 residents during a 2-year planning period and worked in paid partnership with five community based organizations to engage residents typically excluded from the planning process. The Bayview CBTP received the "Advancing Diversity and Social Change" national award from the American Planning Association in the summer of 2021.

Project Location

Oakdale Avenue (3rd Street - Phelps Street)

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	\$324,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Oakdale Lighting Improvements Project Phase I
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Oct-Nov-Dec	2023
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

During Phase 1, SFPW may set up two additional community workshops to provide project updates during detailed design development.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Environmental Studies, Right-of-Way, Design Engineering Phase:

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 287,800	89%
2. Consultant	\$ -	
3. Other Direct Costs *	\$ 20,000	6%
4. Contingency	\$ 16,200	5%
TOTAL PHASE	\$ 324,000	

TOTAL LABOR COST BY AGENCY	
SFPW	\$ 264,000
SFMTA	\$ 60,000
TOTAL	\$ 324,000

* e.g. PUC and PG&E new service costs

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Oakdale Lighting Improvements Project Phase I
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$324,000	\$0	\$324,000
Phases In Current Request Total:	\$0	\$324,000	\$0	\$324,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$1,974,000	\$0	\$1,974,000
Funding Plan for Entire Project Total:	\$0	\$1,974,000	\$0	\$1,974,000

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$324,000	\$324,000	Engineer's Estimate Based on Prior Similar Work
Construction	\$1,650,000		Engineer's Estimate Based on Prior Similar Work
Operations	\$0		
Total:	\$1,974,000	\$324,000	

% Complete of Design:	0.0%
As of Date:	06/23/2022
Expected Useful Life:	N/A

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Oakdale Lighting Improvements Project Phase I
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$324,000	Total PROP AA Recommended	\$324,000

SGA Project Number:		Name:	Oakdale Lighting Improvements Project Phase 1
Sponsor:	Department of Public Works	Expiration Date:	06/30/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	Total
PROP AA EP-702	\$0	\$162,000	\$162,000	\$0	\$0	\$324,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) and an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request form for construction.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	No PROP K	No TNC TAX	0%
Actual Leveraging - This Project	No PROP K	No TNC TAX	0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Oakdale Lighting Improvements Project Phase I
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$324,000
---------------------------------	-----------

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

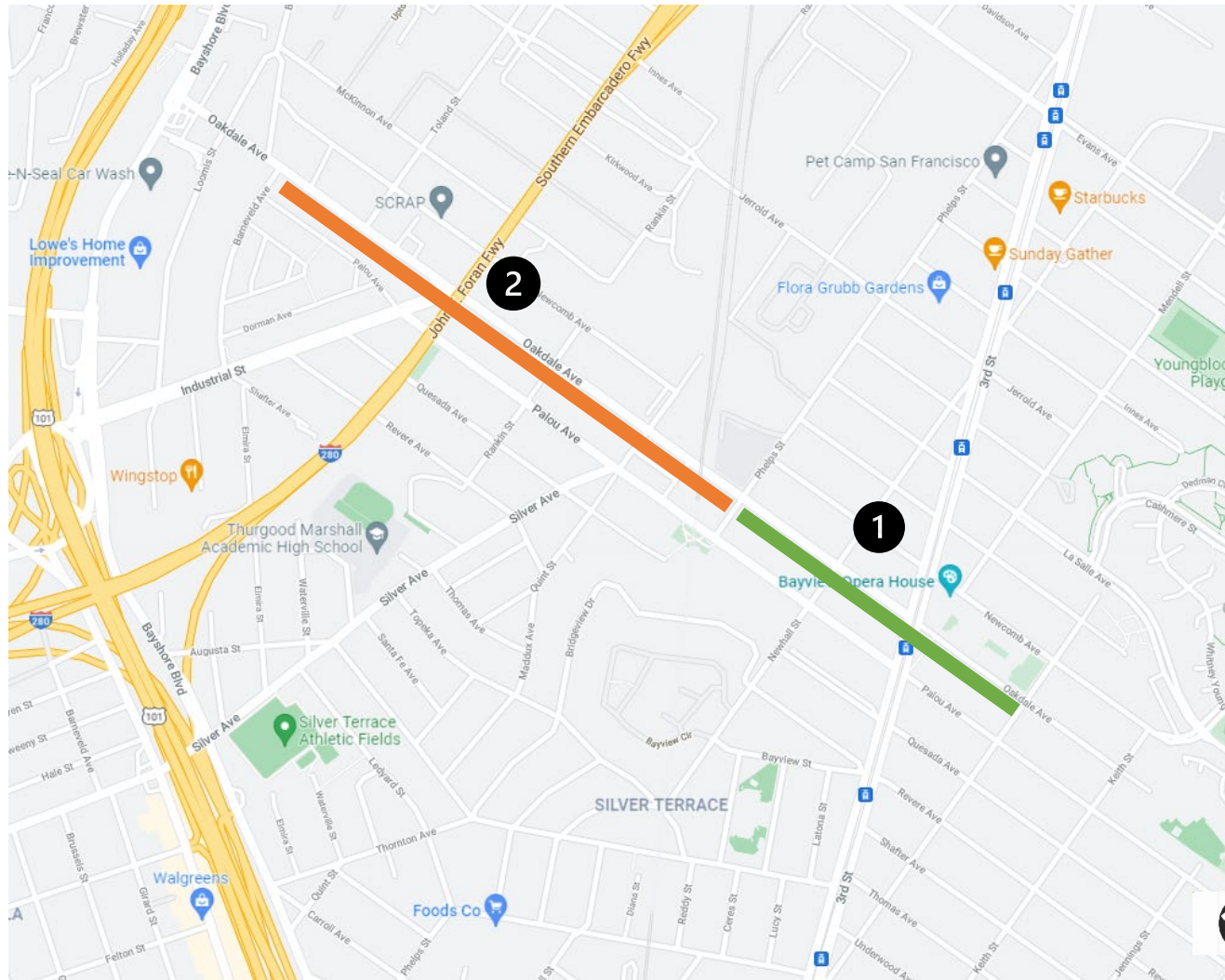
Initials of sponsor staff member verifying the above statement:

SG

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michelle Woo	Victoria Chan
Title:	Streetscape Project Manager	Principal Administrative Analyst
Phone:	(628) 271-2155	(415) 205-6316
Email:	michelle.woo@sfdpw.org	victoria.w.chan@sfdpw.org

Oakdale Lighting Improvement Project



1

Phase 1

2

Future Phases

Examples of street scale (left) and pedestrian scale (right) lights





Memorandum

AGENDA ITEM 8

DATE: September 8, 2022
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 9/13/2022 Board Meeting: Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,963,825 to Caltrain (PCJPB) for: 1. Guadalupe River Bridge Replacement and Extension</p> <p>Allocate \$2,448,980 in Prop K funds to San Francisco Public Works (SFPW) for: 2. Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape (\$900,000) 3. Tree Planting and Establishment (\$1,548,980)</p> <p>Allocate \$324,000 in Prop AA funds to San Francisco Public Works (SFPW) for: 4. Oakdale Lighting Improvements Project Phase I</p> <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
--	--

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. 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 or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



Tree Planting and Establishment: At the July 12, 2022 Board meeting, Chair Mandelman severed the Tree Planting and Establishment request from the Prop K grouped allocation requests item and continued its consideration to allow for staff to look into concerns expressed by Vice Chair Peskin about contractor performance with respect to newly planted trees that did not receive proper watering during the first three years and then died.

Since the July meeting, Transportation Authority staff have worked with SFPW staff to obtain details about the rate and causes of young tree mortality and the way SFPW's Urban Forestry program has responded to these issues. As described in the updated scope section of the attached Allocation Request Form, SFPW's urban forestry inspectors update the City's Tree Database to note young trees that are missing, dead or in need of an extended establishment period. SFPW separately tracks the entity responsible for tree care, by location, during the establishment period. SFPW can cross check this data to confirm which entity is responsible for establishing trees and how well those trees have done.

We have updated the staff recommendation to note that quarterly progress reports shall include a young tree health and mortality report with counts and locations of trees in their 3-year establishment period that have been found by SFPW inspectors to have died. Report shall include the cause of death (e.g., vandalism, insufficient watering) and the contractor responsible for establishment. We will flag any concerns for the Board. Vice Chair Peskin's office is supportive of this approach.

FINANCIAL IMPACT

The recommended action would allocate \$4,736,805 in Prop K and Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K and Prop AA Fiscal Year 2022/23 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The Community Advisory Committee was briefed on this item at its September 7, 2022 meeting and unanimously adopted a motion of support for the staff position.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K and Prop AA Allocation Summary – FY 2022/23
- Attachment 5 – Allocation Request Forms (4)



RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 3 (OBAG 3) PROJECT NOMINATIONS

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first cycle of the One Bay Area Grant Program (OBAG 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth (Attachment 1); and

WHEREAS, In January 2022, MTC adopted the OBAG Cycle 3 framework and made \$340 million in federal funds available regionwide in Fiscal Years 2022/23-2025/26 for the OBAG 3 County Program to support a wide range of projects and fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 3 County Program priorities and submitting them to MTC by September 30, 2022; and

WHEREAS, By January 2023, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 15.2% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations and San Francisco's estimated share of revenues is \$62.138 million for the 120% target; and

WHEREAS, In May 2022, the Transportation Authority Board adopted the OBAG 3 funding framework including a funding distribution for San Francisco's \$62.138 million target and project screening and prioritization criteria (Attachment 2), which included MTC's required



criteria in addition to San Francisco-specific criteria; and

WHEREAS, The OBAG 3 funding framework included the following funding distribution: \$2.2 million for CMA planning activities, and \$7.082 million to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program, and \$52.855 million for a competitive call open to all OBAG-eligible projects; and

WHEREAS, Consistent with the Board-adopted OBAG 3 framework, on May 12, 2022, Transportation Authority staff issued a call for projects and received nine applications from four different agencies requesting a total of \$71.041 million by the July 1, 2022 deadline as summarized in Attachment 3 and detailed in the enclosure to this resolution; and

WHEREAS, Transportation Authority staff first screened project submissions for eligibility then evaluated the applications by applying the Board-adopted screening and prioritization criteria; and

WHEREAS, The initial staff recommendation, which largely but not entirely followed score order, included nominating seven of the nine projects received requesting a total of \$52.855 million in OBAG 3 funds; and

WHEREAS, At its September 7, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation amended to include regular reports from BART and Transportation Authority staff on the funding strategy and timeline for BART's Elevator Modernization Design for 16th Street Mission, 24th Street Mission project, which was not included in the staff recommendation for OBAG 3 funds, but the CAC felt was it was important to identify funding and advance the project; and

WHEREAS, At the September 13 Board meeting, after substantial discussion, the Board continued consideration of the OBAG 3 project nominations, directing Transportation Authority staff to work with BART staff to revise the OBAG 3 project nominations to reconsider how to fund BART's Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Stations project; and

WHEREAS, After working in collaboration with BART, the revised staff recommended



OBAG 3 project nominations, described in Attachment 4, include \$4,945,396 to fully fund BART's OBAG 3 request for Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Stations, allowing BART to begin the elevator's design phase starting in January 2025 as proposed in BART's OBAG 3 application; and

WHEREAS, In order to stay within the MTC's established funding target for San Francisco's OBAG 3 nominations, the revised recommendation reduces the amount of OBAG 3 funds for the Next Generation Fare Gates project by \$4,945,396 to \$4,314,600; and

WHEREAS, The recommended lower OBAG 3 nomination for the Next Generation Fare Gates, if funded by MTC, would allow BART to install new fare gates at five of San Francisco's eight stations, specifically: Powell St, Civic Center/UN Plaza, 16th St Mission, 24th St Mission, and Balboa Park and BART is working to update its OBAG 3 to reflect the revised recommendation; and

WHEREAS, As a condition of this recommendation, Transportation Authority staff are directed to work with BART to identify funding for the Next Generation Fare Gates at the remaining stations in San Francisco: Embarcadero, Montgomery St, and Glen Park; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 3 Project Nominations totaling \$52,855,600 as shown in Attachment 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's project nominations and required supporting materials for the OBAG 3 County Program to the MTC by its September 30, 2022 deadline.

Attachments:

1. San Francisco Priority Development Areas
2. Screening and Prioritization Criteria
3. Summary of OBAG 3 Applications Received
4. OBAG 3 Project Nominations – Detailed Staff Recommendations
5. OBAG 3 Projects Nominations – Map of Staff Recommendations



**San Francisco
County Transportation
Authority**

BD092722

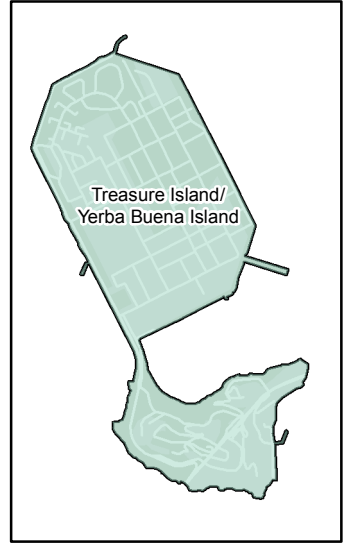
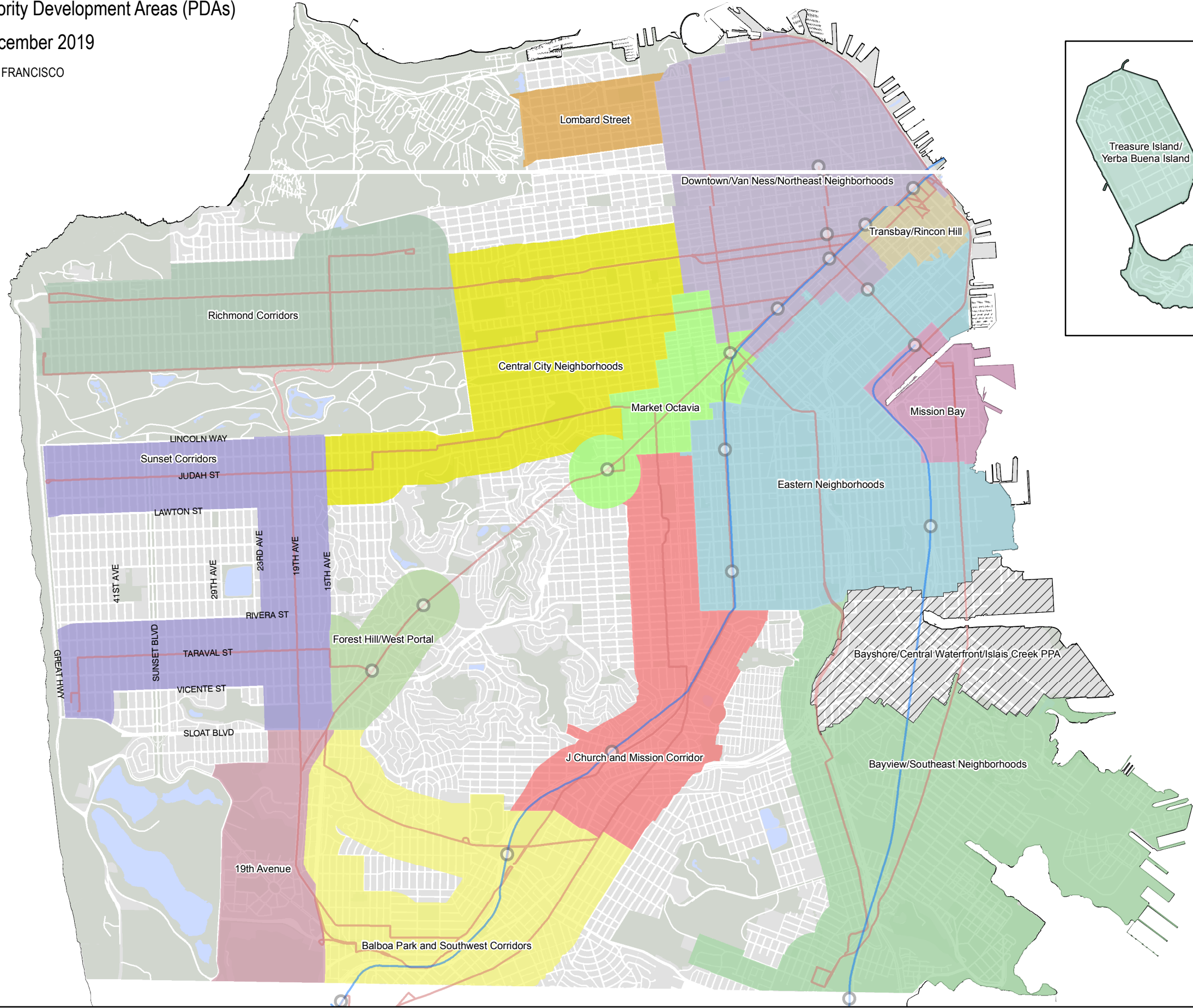
RESOLUTION NO. 23-XX

Enclosure: OBAG 3 Applications (9)

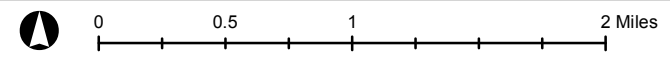
Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



- SFMTA Rapid Network
- Regional Rail
- Priority Production Area



One Bay Area Grant (OBAG) Cycle 3

San Francisco Screening and Prioritization Criteria

Adopted 05.24.2022

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

Attachment 2.

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (under development), [Transit Oriented Communities \(TOC\) policy](#) update (under development), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

Attachment 2.

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Attachment 2.

Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
1	<p>Bayview Community Multimodal Corridor - This project would establish an alternative to 3rd Street for people walking and biking by creating a designated route just east of 3rd Street between Cargo Way and Carroll Avenue in the Bayview. The community identified the project as a high priority in the Bayview Community Based Transportation Plan (2020). It would provide safer access to transit, the downtown job center, and amenities on 3rd Street via bicycle, walking, or transit. In April 2022, the Transportation Authority Board programmed \$598,000 in Prop AA funds to the construction phase of this project. See page 16 of the enclosure for the proposed project route.</p> <p>The project addresses safety and accessibility needs on the wide roadways through the residential neighborhood and along the proposed project route by implementing traffic calming measures such as bulbouts, speed humps, median islands, raised crosswalks, raised intersections, and high visibility or decorative crosswalks. The scope also includes installing a concrete protected bikeway through the industrial area on the north end between Hudson Avenue and Cargo Way. SFMTA is also requesting funds (\$857,000) for non-infrastructure programs (e.g., community walk and ride events, training programs) to support the community's understanding of and ability to take advantage of the project. Construction is expected to begin in November 2026 and be complete by December 2027.</p>	SFMTA	10	Construction	\$ 15,445,000	\$ 5,000,000
2	<p>Central Embarcadero Safety - Requested funds would be used to construct safety measures along The Embarcadero between Bryant Street and Broadway, on the Vision Zero High Injury Network. In April 2022, the Board programmed \$1,000,000 in Prop AA funds to the project's construction phase. The Board previously allocated \$550,000 in Prop K funds for Project Approvals and Environmental Documentation.</p> <p>The Central Embarcadero Safety project would expand on quick-build measures by extending the protected bikeway from Folsom Street south two blocks to Bryant Street, enhancing the physical protection of the existing bikeway between Mission to Broadway, and adding sidewalk extensions, curb ramp upgrades, and other traffic-calming measures at six intersections for improved pedestrian safety and accessibility. The project would also restrict northbound left-turns at Folsom Street to facilitate the bikeway and improve Muni operational safety and reliability for light rail vehicles entering and exiting the Market Street subway portal. The project includes a Changeable Message Sign near Washington Street to support real-time wayfinding, better parking information, and special event messaging. Construction is expected to begin in summer 2024 and be completed by December 2025.</p>	SFMTA	3, 6	Construction	\$ 10,695,000	\$ 6,320,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
3	<p>West Side Bridges Seismic Retrofit - Funds would be used for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. These bridges are critical connections between Yerba Buena Island (YBI), Treasure Island, and the Bay Bridge. The project includes a transit-only westbound on-ramp to the Bay Bridge to accommodate expanded service for the Muni 25 bus route, and a new Class II bicycle lane along Treasure Island Road.</p> <p>The project is a component of the transportation system that SFCTA is implementing on behalf of the Treasure Island Development Authority to facilitate Treasure Island and Yerba Buena Island redevelopment. The area is of national significance due to the active U.S. Coast Guard facility on YBI, which requires unimpeded access for Homeland Security requirements. The project is shovel ready. Once funding is secured, construction could start in spring 2023 and be completed by February 2026.</p>	SFCTA	6	Construction	\$ 122,089,000	\$ 10,000,000
4	<p>29 Sunset Improvement Phase 1- The project would to improve the travel time, reliability, and passenger experience on the Muni 29 Sunset bus route, which extends from the Bayview District to the Presidio. This request is for Phase 1 which includes the western segment of the route, from Bowley Street and Lincoln Boulevard in the Presidio (District 2) to Junipero Serra Boulevard and Holloway Avenue (District 7) near San Francisco State University. In April 2022, the Transportation Authority Board programmed \$1,000,000 in Prop AA funds to the design phase of this project. Outreach is anticipated to start in November 2022.</p> <p>The project is part of the SFMTA's Muni Forward program and includes stop improvements, optimization of stop locations, and transit signal priority. It also includes scope elements to provide safe pedestrian access to the bus stops with higher-visibility crosswalks, transit stops at signalized intersections, corner bulb-outs, and larger boarding areas. Part of the construction would be done through a San Francisco Public Works paving project on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard, which is anticipated to start construction in summer 2023. The full scope of Phase 1 is expected to be open for use by December 2026.</p>	SFMTA	1, 2, 4, 7	Construction	\$ 13,661,000	\$ 5,976,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
5	<p>Elevator Modernization Phase 1.3 at Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park Stations - Construction funds are requested to modernize and renovate eight existing elevators at the four downtown San Francisco BART stations and Glen Park. Seven of the eight elevators are shared for use between BART and Muni. Muni is covering 50% of the cost of the joint use elevators, consistent with the Joint Maintenance Agreement. In spring 2022, the Transportation Authority Board allocated \$1,290,000 in Prop K funds for the design phase and programmed \$3,441,270 in Prop AA funds for construction of the elevators at Powell Street and Civic Center/UN Plaza Stations.</p> <p>The project's goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design is funded and slated to start in February 2023. Construction is planned for spring 2026 through spring 2029.</p>	BART	3, 5, 6, 8	Construction	\$ 42,900,000	\$ 13,300,000
6	<p>Elevator Modernization at 16th Street Mission, 24th Street Mission, and Balboa Park Stations - Design funds are requested to modernize and renovate five existing elevators at the 16th Street Mission, 24th Street Mission, and Balboa Park Stations. Similar to the Phase 1.3 project, the goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design would be done by late 2026, subject to funding availability. BART anticipates construction would start in late 2027 with all five elevators open for use by December 2029.</p>	BART	9, 11	Design	\$ 32,436,000	\$ 4,945,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
7	<p>Yerba Buena Island Multi-Use Pathway: Funds are requested for the design and construction phases of new pedestrian and bicycle facilities that extend from the bicycle landing on YBI from the eastern span of the Bay Bridge to the new Treasure Island Ferry Terminal. In October 2018, the Transportation Authority Board allocated \$250,000 in Prop K funds to the planning phase of the project. The \$3,000,000 requested for design will fully fund design. The \$2,000,000 requested for construction would be the first funds programmed to the \$70 million construction phase.</p> <p>This multi-use path would tie into the planned Bay Bridge western span bicycle and pedestrian facility that the Metropolitan Transportation Commission/Bay Area Toll Authority is developing. It will also allow existing and future YBI and Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the Bay Bridge east and west spans to reach downtown San Francisco and Oakland. Design would start in summer 2023, subject to funding availability. The project could start construction in late 2025 and be open for use by June 2027.</p>	SFCTA	6	Design and Construction	\$ 79,200,000	\$ 5,000,000
8	<p>Next Generation Fare Gates in San Francisco and San Francisco International Airport: Requested funds are for procurement and installation of new state-of-the-art swing-style faregates to replace the 199 existing faregates at the nine San Francisco BART stations: Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, Glen Park, Balboa Park, and San Francisco International Airport. The existing faregates have reached the end of their 20-year useful life and require ongoing maintenance to remain reliable and operational. The new off-the-shelf single swing barrier faregates feature modular components that can be switched out when needing repair, which reduces downtime and improves maintainability. BART could start installation as soon as early 2023 and complete work all stations by November 2026.</p>	BART	3, 5, 6, 8, 9, 11	Construction	\$ 25,050,000	\$ 12,500,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
9	<p>Embarcadero Resilience Master Plan - Requested funds would be used to complete technical studies and advance policy decisions to support multi-hazard risk reduction for the 3-mile Embarcadero corridor from Fisherman's Wharf to Mission Creek. The plan would also identify utility relocation/adaptation strategies, required drainage infrastructure such as stormwater and/or groundwater management systems, improvements to lifeline systems and critical facilities, and public realm schematic designs. The Master Plan effort would develop two to three schematic and conceptual multimodal corridor alternatives and public realm strategies for The Embarcadero roadway and promenade. SF Port would conduct public and decision-maker outreach and engagement and develop policy recommendations and an implementation framework (e.g. governance, high level funding strategy, sequencing and phasing plan). Partner agencies include SFMTA, San Francisco Public Utilities Commission, Planning Department, SFPW, and BART. The Port anticipates starting the project in fall 2023 and the completing the Plan by fall 2026.</p>	SF Port	3, 6	Planning	\$ 9,050,000	\$ 8,000,000
TOTAL					\$ 350,526,000	\$ 71,041,000
San Francisco's OBAG 3 Project Nomination Target³						\$ 52,855,600

¹ Projects are sorted by evaluation score from highest ranked to lowest. See Attachment 2 for screening and prioritization criteria and Attachment 4 for the staff recommendation.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

³ The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.

San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
85	SFMTA	Bayview Community Multitmodal Corridor	Construction	\$5,000,000	\$5,000,000	<p>This application stems from a robust community based planning process which identified community-supported, implementable transportation improvements. It also brings direct safety and accessibility benefits to an Equity Priority Community.</p> <p>SFMTA has a \$12,300,000 pending grant application to the Active Transportation Program (ATP). The California Transportation Commission is slated to approve grant awards in December 2022 (state program) and June 2023 (MTC program). The project would be fully funded with \$7,897,000 of the ATP request and \$5,000,000 in OBAG funds. If SFMTA obtains more than this amount of ATP funds, we reserve the right to reprogram a like amount of OBAG funds to another OBAG project based on our review of funding needs at that time, subject to approval by the Board and MTC.</p>
83	SFMTA	Central Embarcadero Safety	Construction	\$6,320,000	\$6,320,000	<p>This application is based on a robust outreach process that identified this project as the top priority for the Embarcadero Enhancement Program. Requested funds would complete the project's funding plan. Environmental review and design are underway.</p>

San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
83	SFCTA	West Side Bridges Seismic Retrofit	Construction	\$10,000,000	\$10,000,000	<p>This is a shovel-ready project that is a critical piece of infrastructure for the Equity Priority Community on Treasure Island and Yerba Buena Island. OBAG would leverage significant federal, state, and regional funds.</p> <p>In early 2023, we may need to ask the Board to approve a fund exchange depending on timing of and availability of OBAG funds to help ensure the project can start construction in early spring 2023.</p>
81	SFMTA	29 Sunset Improvement Project Phase 1	Construction	\$5,976,000	\$5,976,000	<p>This project would improve transit reliability, pedestrian safety and access to many schools and parks including Golden Gate Park and McLaren Park, as well as the Presidio. It supports geographic equity spanning Districts 1, 2, 4 and 7. Requested funds would complete the project's funding plan.</p>

San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
75	BART	Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park)	Construction	\$13,300,000	\$13,300,000	<p>This project has documented support from the disability community and improves accessibility to BART and Muni.</p> <p>BART and Muni equally share the cost for improving joint use elevators at downtown stations, per the BART/ SFMTA Joint Maintenance Agreement (JMA) for shared station facilities. The recommended OBAG programming would complete BART's 50% share of the project cost. SFMTA is responsible for its 50% share of the cost (\$17,048,115) per the JMA. SFMTA has requested that 50% of the recommended OBAG fund be credited towards SFMTA's share. We note that our proposed OBAG recommendations would fully fund all 3 applications that SFMTA submitted in response to the call for projects.</p>
74	BART	Elevator Modernization Design for 16th Street Mission, 24th Street Mission, and Balboa Park Stations	Design	\$4,945,000	\$4,945,000	<p>[Added to recommended nomination list 09.22.22]</p> <p>This project has documented support from the disability community and improves accessibility to BART and Muni. If the requested funds are secured, BART anticipates starting the design phase in January 2025.</p>

San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
 Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
66	SFCTA	Yerba Buena Island Multi-Use Pathway	Design	\$5,000,000	\$3,000,000	<p>We are recommending \$3,000,000 in OBAG funds to fully fund the design phase of the project. OBAG funds would leverage an Active Transportation Program grant and position the project to be highly competitive for an SB 1 Solutions for Congested Corridors grant application that the Metropolitan Transportation Commission intends to submit and on which we are partnering for the construction phase. Environmental review has started.</p>
60	BART	Next Generation Fare Gates in San Francisco and San Francisco International Airport	Construction	\$12,500,000	\$4,314,600	<p>[Funding Decreased to Accommodate Elevator Design Project - 09.22.22] BART staff have proposed that, with the recommended amount of OBAG funds, BART would install Next Generation Fare Gates at five stations: Powell St, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, and Balboa Park. BART staff will sequence installation of fare gates at the five stations in a manner that is efficient and avoids potential cost and technical impacts.</p> <p>SFCTA staff will work with BART to identify funding for the remaining San Francisco stations: Embarcadero, Montgomery St, and Glen Park.</p>

San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Detailed Staff Recommendation - Updated 09.22.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
53	SF Port	Embarcadero Resilience Master Plan	Planning	\$8,000,000	\$0	OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in concepts. In addition, the scope can't be phased. SFCTA strongly supports this project and will work with SF Port to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.
TOTAL				\$71,041,000	\$52,855,600	

San Francisco's OBAG 3 Project Nomination Target³	\$52,855,600
---	--------------

¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

³ The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.



OBAG 3 Call for Projects: Recommended Projects



- 29 Sunset Improvement Project Phase 1
- Bayview Community Multimodal Corridor
- Central Embarcadero Safety Project
- Elevator Modernization Project, Phase 1.3 at Embarcadero, Montgomery, Powell, Civic Center, and Glen Park stations
- Elevator Modernization Design at 16th St. Mission, 24th St. Mission, and Balboa Park stations
- Next Generation Fare Gates at Powell, Civic Center, 16th St. Mission, 24th St. Mission, and Balboa Park stations
- West Side Bridges Seismic Retrofit Project
- Yerba Buena Island Multi-use Pathway Project
- Supervisor District Boundaries
- 2021 Equity Priority Communities
- BART Station



Memorandum

AGENDA ITEM 7

DATE: September 1, 2022 [Revised September 22, 2022]
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 09/27/2022 Board Meeting: Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations</p> <p>SUMMARY</p> <p>The Metropolitan Transportation Commission’s (MTC’s) OBAG 3 program directs federal funding to projects that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs and community amenities. About \$340 million is available for the OBAG 3 County Program to support a wide range of local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco’s OBAG 3 county priorities and submitting them to MTC which will select projects from a regionwide candidate pool. By September 30th, counties must submit project lists to MTC totaling 120% of our nomination targets which are based on population and housing production. San Francisco’s 120% target is \$62.1 million or 15.2% of the funds available regionwide over Fiscal Years (FYs) 2022/23-2025/26. In May 2022, the Board approved the San Francisco OBAG 3 funding framework, including a funding distribution for our \$62.1 million target (Table 1 below) and project screening and prioritization criteria (Attachment 2) for a \$52.856 million competitive call for projects. On May 12, 2022, we released the OBAG 3 call for projects and received nine applications for \$71.041 million</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--



(Attachment 3).

Following Board direction from the September 13, 2022 meeting, we worked collaboratively with BART to develop a revised recommendation (Attachment 4), which fully funds the \$4.9 million requested by BART for the Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Stations project by reducing BART's Next Generation Fare Gates recommended OBAG 3 funding by the same amount. At this lower funding level (\$4.3 million), BART would be able to install new faregates at five of San Francisco's eight BART stations. BART is supportive of these revisions provided that the Transportation Authority work with BART to identify funding for the remaining three stations (Embarcadero, Montgomery, Glen Park). No changes are proposed to the other projects included in the staff recommendation. More details on the proposed changes are provided in the Follow-up section below. MTC will evaluate nominated projects and select OBAG 3 project priorities by January 2023.

FOLLOW-UP

At the September 13 Board meeting, several Board members expressed concerns about the lack of OBAG funds recommended for the Mission and Balboa Park station elevators and the perception that historically there has been an under-investment at these stations compared to the downtown BART stations. Following the meeting, we worked closely with BART staff to revise the staff recommended OBAG 3 project nominations to include \$4,945,396 to fully fund BART's OBAG 3 request for Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Stations by decreasing the recommended OBAG 3 funding for BART's Next Generation Fare Gates, by an equivalent amount. No changes are proposed to any of the other projects included in the original staff recommendation.

As described in the Detailed Staff Recommendation (Attachment 4), the Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Stations would begin the design phase in January 2025 as proposed in BART's OBAG 3 application. Without OBAG or other funding, BART expects that the schedule for design and construction work on these elevators would commence 1 to 2 years later.

The revised recommendation includes \$4,314,600 for BART's Next Generation Fare Gates project. BART is adjusting the scope of its application to correspond to the lower OBAG 3 nomination, which would cover five San Francisco stations: Powell St, Civic Center/UN Plaza, 16th St Mission, 24th St Mission, and Balboa Park. BART will determine the order in which the Next Generation Fare Gates are rolled out at these stations to maximize efficiency and avoid potential cost and technical impacts.

BART supports the proposed changes provided that Transportation Authority staff commit to working with BART to identify funding for the remaining stations in San Francisco: Embarcadero, Montgomery St,



and Glen Park. BART's contract will be set up as a base contract with options, which provides some additional time to secure the needed funding for the remaining stations. We are already working with BART on a grant application to the California Transportation Commission (CTC) for the Local Partnership Program – Competitive program. As required by CTC guidelines, we will bring the proposed LPP – Competitive Applications to the Board for endorsement next month, prior to the CTC's November 29, 2022 deadline.

BACKGROUND

In May 2012, MTC adopted the inaugural OBAG Program (Cycle 1) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. See Attachment 1 for San Francisco's PDAs. It also required jurisdictions to meet other requirements, such as adopting a complete streets policy, to receive funding.

For the OBAG Cycle 3, a jurisdiction must have a state-approved Housing Element by December 31, 2023, as well as comply with other state housing requirements or MTC will redirect the funds to other jurisdictions or agencies. The San Francisco Planning Department is currently working to get San Francisco's Housing Element approved and anticipates meeting the deadline. While MTC would be able to redirect OBAG funds from jurisdictions that are out of compliance to projects elsewhere, we anticipate that MTC staff would, like it has done during prior OBAG cycles, instead work with a jurisdiction and its CMA to ensure it is on a plan to comply in a timely fashion as a first step.

Attachment 6 lists the San Francisco projects funded through OBAG 1 and OBAG 2 along with their project status (e.g., completed or underway).

In January 2022, MTC adopted the OBAG Cycle 3 framework. The most significant difference with prior cycles is that CMAs no longer receive a set amount of OBAG funds to program; instead, CMAs will nominate projects and MTC will evaluate and select projects from a regionwide pool. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area, incorporate recent MTC policy initiatives, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

Project Nomination Target Set by MTC. As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). Based on this formula, San Francisco's target share is 15.2%. To ensure a sufficient pool of project nominations, MTC has solicited nominations for 120% of the available funding capacity for each county's OBAG 3 program. Of the \$340 million OBAG 3 County



Program, San Francisco's 120% target is \$62.138 million. For reference, our 100% target would be about \$51.7 million over the next four fiscal years (FYs 2022/23-2025/26).

San Francisco OBAG 3 Funding Framework. In May 2022, the Board adopted San Francisco's OBAG 3 Funding Framework which includes screen and prioritization criteria to guide the project selection process for the call for projects, and the OBAG 3 funding distribution shown in Table 1 below.

Table 1. San Francisco OBAG 3 Funding Framework Distribution	
CMA Planning	\$2,200,000
Safe Routes to School Non-Infrastructure Program	\$7,082,400
Competitive Call for Projects (subject of this memorandum)	\$52,855,600
Total Project Nomination Target (120%)	\$62,138,000

DISCUSSION

Consistent with the Board adopted OBAG 3 framework, on May 12, 2022, we issued a call for projects for \$52.855 million in OBAG 3 County Program funds. By the July 1, 2022 deadline we received nine applications from 4 different agencies requesting a total of \$71.041 million compared to our \$52.856 million target. Attachment 3 provides a summary of the project applications received including brief project descriptions and the amount of funds requested. The enclosure for this agenda item includes detailed scope, schedule, and funding plan information for all nine projects.

We first screened project submissions for eligibility and determined that all nine projects were eligible for OBAG 3 funding. Then we evaluated the applications by applying the Board adopted screening and prioritization criteria with points distributed as shown in Attachment 2.

Initial Staff Recommendations. As detailed in Attachment 4, our recommendation is to nominate seven projects requesting a total of \$52.855 million in OBAG 3 funds. Our recommendation largely but not entirely follows score order. We are recommending nominating the five highest scoring projects for full funding, and recommending partial funding for two projects, taking into account sponsor priority order for applications and the ability to fully fund design for one more project further down on the ranked list with a minimal amount of OBAG funds (\$3 million). Our detailed recommendations are shown in Attachment 5 and on the map shown in Attachment 6. Highlights of our recommendations are briefly described below.

We recommend the full amount requested for the top five highest scoring projects, all of which requested funds for the construction phase include:

- SFMTA's Bayview Community Multimodal Corridor - \$5,000,000



- SFMTA's Central Embarcadero Safety – \$6,320,000
- SFCTA's West Side Bridges Seismic Retrofit - \$10,000,000
- SFMTA's 29 Sunset Improvement Project Phase 1 - \$5,976,000
- BART's Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) - \$13,300,000

We are not recommending nominating the next highest scoring project, BART's **Elevator Modernization Design for 16th Street Mission, 24th Street Mission**, so that we can recommend funding for BART's highest priority project, **Next Generation Fare Gates in San Francisco**. We recommend partial funding for the faregate project construction phase (\$9,259,600) to cover nearly the entire request (less \$93,547 that BART would need to identify) for faregates at all San Francisco stations except San Francisco International Airport. Our recommendation is conditioned upon no OBAG 3 funds being used for the San Francisco International Airport faregates (total cost of approximately \$3,146,853). We encourage BART to work with the airport to identify alternative sources of funding to cover that cost.

Finally, we recommend partial funding for the next highest scoring project, the Transportation Authority's **Yerba Buena Island Multi-Use Pathway**, specifically, \$3,000,000 to complete funding for the project's design phase. The project application also included a requested \$2,000,000 contribution toward the project's construction phase.

Recommending partial funding for the aforementioned two projects uses up the remainder of our \$52,855,600 nomination target.

We are not recommending funding for the SF Port's **Embarcadero Resilience Master Plan**. OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in initial concepts. In addition, SF Port staff indicated that the scope can't be phased. We recognize the importance of this proposed planning project and will work with SF Port and project partners to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.

CAC Discussion. At the September 7, 2022 CAC meeting various CAC members had questions about why BART considered the faregates a higher priority than the elevator projects for OBAG 3 from the perspective of passenger benefits and how BART prioritized the particular San Francisco elevators to be modernized first. Also, CAC members were concerned about not funding for the Elevator Modernization Design for 16th Street Mission, 24th Street Mission project, noting that these stations served working class neighborhoods and wondering whether BART's prioritization process took this into consideration. BART's response, combined with additional information we received after the CAC meeting is highlighted below.

BART indicated that all three projects submitted for OBAG 3 are a high priority for the agency. BART staff evaluated the schedules for the three projects and how to best sequence them, they considered the ability to fully fund the project, and the likelihood of securing other funding sources. Based on these factors, the Next Generation Fare Gates application was prioritized first. The construction phase of the project could begin in January 2023, and the OBAG funds would leverage BART Measure RR and Federal Transit Administration funds to help complete the funding plan for the construction phase.



The Elevator Modernization Phase 1.3 at Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, and Glen Park stations is BART's second priority project. The OBAG funds would complete the project funding plan, which includes SFMTA funds (partially committed, the rest planned), BART funds, and Transportation Authority Prop K and Prop AA funds. BART anticipates design, which is already fully funded, will start in February 2023 and be completed by May 2025, with construction taking place February 2026 to April 2029.

According to BART staff, Elevator Modernization Design at 16th Street/Mission, 24th Street/Mission, and Balboa Park stations was prioritized third because it is in an early stage of project development. BART's application to the OBAG 3 program would fund design work for the elevators at these stations that would start in January 2025 and be completed by December 2026. Depending on funding availability, construction could start as soon as November of 2027 to December 2029.

Several CAC members inquired about why it takes so long (e.g. six years for Elevator Modernization Phase 1.3 project with 8 elevators) to design and modernize the existing elevators. In response, BART noted that there have been some challenges finding a design consultant with adequate expertise. On the construction side, BART staff noted there are a limited number of qualified bidders for BART to contract with; a tight labor market, inflation pressures; continued supply chain constraints; and internal project management capacity considerations.

As noted in the CAC Position section below, the CAC adopted a motion of support for an amended staff recommendation that would require BART and Transportation Authority staff to report back regularly with updates on funding strategy and a schedule for the Elevator Modernization Design project for the Mission Street and Balboa Park stations, which our staffs are happy to do. There are various funding options for these elevators that would be available for a January 2025 planned start of design, including but not limited to Prop K and Prop AA or Measure L if that is approved by voters this November.

Next Steps. After the Board adopts the San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC by its September 30, 2022 deadline. MTC staff will conduct a regional evaluation and anticipates final project selection and Commission approval in January 2023.

FINANCIAL IMPACT

The recommended action would not have an impact on the Transportation Authority's adopted budget.

CAC POSITION

The CAC considered this item at its September 7, 2022 meeting and after a lengthy discussion (see highlights in the Discussion section), the CAC unanimously adopted a motion of support for the staff recommendation amended to require periodic updates on the funding strategy and schedule for BART's Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations, with the first two reports at the October and December 2022 [November 30th is the joint November/December CAC meeting], CAC meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 – Map of San Francisco PDAs
- Attachment 2 - Screening and Prioritization Criteria
- Attachment 3 – Summary of OBAG 3 Applications Received
- Attachment 4 – OBAG 3 Project Nominations – Detailed Staff Recommendations [Revised]
- Attachment 5 – OBAG 3 Projects Nominations – Map of Staff Recommendations [Revised]
- Attachment 6 – One Bay Area Grant Cycles 1 and 2: Funded Projects and Status
- Enclosure – OBAG 3 Applications (9)

Attachment 6.
One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 1 Completed			
SFPW	Chinatown Broadway Streetscape Improvement ^{1,3}	\$ 3,477,537	\$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School ^{3,4}	\$ 400,115	\$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	\$ 670,307	\$ 852,855
SFPW	Second Street Streetscape Improvement ⁴	\$ 10,567,997	\$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement ²	\$ 10,227,540	\$ 175,000,000
SFMTA	Lombard Street US-101 Corridor ¹	\$ 1,910,000	\$ 24,263,920
SFMTA	Mansell Corridor Improvement	\$ 1,762,239	\$ 6,807,348
SFMTA	Masonic Avenue Complete Streets ² [fund exchange]	\$ -	\$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	\$ 6,000,000	\$ 11,480,440
Cycle 1 Total		\$ 35,015,735	\$ 264,312,638

OBAG Cycle 2: Fiscal Years 17/18-21/22

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 2 Completed			
SFPW	John Yehall Chin Elementary Safe Routes to School ⁶ [fund exchange]	\$ -	\$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 6,939,000	\$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021	\$ 2,813,264	\$ 3,177,752
Cycle 2 Work Progressing			
SFPW	Better Market Street Phase 1 ^{5,6}	\$ 3,366,000	\$81,100,000
SFMTA	Central Subway ⁵	\$ 15,980,000	\$1,931,000,000
Caltrain	Peninsula Corridor Electrification Project	\$ 11,187,736	\$2,443,000,000
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	\$ 2,000,000	\$ 15,000,000
Cycle 2 Total		\$ 42,286,000	\$ 4,542,133,752
Grand Total		\$ 77,301,735	\$ 4,806,446,390

Attachment 6. One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

*Project Sponsor acronyms include: San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

¹ As part of OBAG 1, MTC assigned \$1.91 million in STIP Transportation Enhancement funds to SFPW's Chinatown Broadway IV streetscape project. However, the STIP funds were unavailable when needed so the funds were swapped with SFMTA local revenue bond funds. In October 2015, the Transportation Authority Board reprogrammed the funds to SFPW's Lombard Street US-101 Corridor Improvement via the 2016 Regional Transportation Improvement Program (RIP), as requested by SFMTA and SFPW. See Resolution 16-19 for more detail.

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project. Masonic Avenue was kept whole with SFMTA revenue bond funds. See Resolution 15-42 for more detail.

³ On December 15, 2015, the Transportation Authority Board approved SFPW's request to reprogram \$67,265 in cost savings from the completed ER Taylor SR2S to Chinatown Broadway, which received a higher-than-anticipated bid to its original construction contract advertisement.

⁴ On June 28, 2016, the Transportation Authority Board approved SFPW's request to reprogram an additional \$51,215 from the completed ER Taylor SR2S to Second Street Streetscape to help cover the cost of the pedestrian lighting, which was added per the community's request.

⁵ In order to minimize risk of losing federal funds due to project delays, in November 2018, the Transportation Authority Board approved an OBAG/Prop K fund exchange between Better Market Street and Central Subway, which helped reduce the Transportation Authority's remaining RIP commitment to Central Subway. See Resolution 19-22 for more detail.

⁶ On July 23, 2019, the Transportation Authority Board approved a fund exchange of \$3,366,000 in OBAG funds from John Yehall Chin to Better Market Street, with an equivalent amount of Prop K funds from Better Market Street. The fund exchange assisted with project delivery for John Yehall Chin which was behind schedule due to a prolonged process in obtaining right-of-way certification. See Resolution 20-02 for more detail.

[this page intentionally left blank]



RESOLUTION ADOPTING A SUPPORT POSITION ON PROPOSITION 30, THE
CLEAN CARS AND CLEAN AIR ACT

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support position on Proposition 30, the Clean Cars and Clean Air Act (Attachment 1); and

WHEREAS, At its September 27, 2022 meeting, the Board reviewed and discussed Proposition 30; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on Proposition 30; and be it further

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

Attachment:

1. Attachment 1 - Proposition 30 Language

SECTION 1. Division 47 (commencing with Section 80200) is added to the Public Resources Code, to read:

**DIVISION 47. REDUCTION AND MITIGATION OF MAJOR SOURCES OF
GREENHOUSE GAS EMISSIONS**

CHAPTER 1. Clean Cars and Clean Air Act.

ARTICLE 1. Title, Findings and Declarations, Statement of Purpose.

80200. Title.

This division shall be known and may be cited as the Clean Cars and Clean Air Act.

80201. Findings and Declarations.

The People of the State of California find and declare the following:

(a) Climate change is already having a disruptive impact on California. Our state is increasingly experiencing record-setting wildfires and droughts that ruin our air quality, damage California's iconic natural beauty, destroy property, hurt our state's economy, and cost lives. In order to achieve the state's carbon goals and avoid the worst impacts of climate change, action is needed now regarding two of the largest sources of greenhouse gas ("GHG") emissions in our state: transportation and wildfires.

(b) Transportation remains California's largest source of the GHG emissions that cause climate change. We need to dramatically increase all Californians' access to affordable zero-emission vehicles ("ZEVs") like electric vehicles and the necessary related charging infrastructure in order to meet our climate goals.

(c) Electric vehicles remain too expensive for many Californians who are already dealing with the high cost of living in this state. Existing financial help for consumers has not been enough for low- and middle-income California families or many organizations to be able to purchase or lease an electric vehicle. We need to make electric vehicles more affordable for all Californians so we can significantly reduce GHG emissions from our transportation sector.

(d) California lacks the electric vehicle charging infrastructure needed to ensure Californians with electric vehicles have convenient access to vehicle charging at home, at work,

and everywhere they may travel throughout the state. We need to develop a network of affordable charging stations for homes, workplaces, apartments, and throughout the state so that driving a battery-powered electric vehicle is just as convenient as driving a gas-powered car.

(e) California also needs to lower emissions from medium- and heavy-duty vehicles like buses and big-rig trucks that are the source of significant GHG emissions and pollutants, particularly in low-income and disadvantaged communities. Converting buses and large trucks to electric vehicles will significantly reduce GHG emissions from the transportation sector and will clean up the air we all breathe.

(f) In addition to helping our state reach its GHG reduction goals, investing in electric vehicle charging infrastructure in our state will create thousands of good-paying green jobs for skilled workers.

(g) Climate change and catastrophic wildfires are closely linked: as climate change gets worse, wildfires get worse, which in turn releases more climate-changing carbon emissions into the air. The continued escalation of wildfires in California is thwarting our state's fight against climate change. In 2020 alone, wildfires emitted the same amount of greenhouse gases as over 24 million cars. Wildfires now emit more GHG in California than power plants.

(h) This division dedicates additional resources specifically to preventing future catastrophic wildfires and to putting them out sooner before they do additional damage to our climate goals, our economy, our homes and communities, and the health of our families.

(i) In addition to being primary sources of GHG emissions, transportation and wildfires also directly pollute our air with particulate matter and smoke, worsening our air quality and threatening our health and quality of life. More than 90% of Californians now breathe unhealthy levels of air pollutants at some point during the year. Seven of the 10 smoggiest cities in the United States are in California. The increasing prevalence of catastrophic wildfires, which also destroys lives and property, dramatically worsens air quality throughout the entire state. The number of unhealthy smoke days has increased 230% in Los Angeles and San Diego and 400% in San Jose since just 2016. This wildfire smoke – a complex mixture of air pollutants – is unhealthy to breathe and can be especially dangerous for children, the elderly, pregnant women and people with heart or respiratory conditions. Reducing GHG emissions from transportation and wildfires is particularly important because it has the added benefit of cleaning up our state's air quality.

(j) Our state's future and our ability to meet our climate goals while improving our air quality in the process depends on cleaner transportation and fewer catastrophic wildfires. But not everyone pays their fair share. Wealthy individuals use loopholes in the tax code to avoid paying their fair share for public services in our state, requiring lower- and middle-income Californians to pay more to make up the difference.

(k) This measure requires an equitable contribution from the highest-income earners to fund a generational public investment towards meeting our climate change goals through a cleaner transportation sector and by preventing and suppressing catastrophic wildfires. Specifically, investments in access to electric vehicles and electric vehicle charging infrastructure for all Californians and improvements in the prevention and suppression of catastrophic wildfires will generate unprecedented environmental and economic benefits for our state.

(l) Along with electric vehicles, there are other zero-emission vehicles like hydrogen fuel cell vehicles. These vehicles have applications for both passenger vehicles and medium- and heavy-duty vehicles like buses, garbage trucks, and big-rig trucks. This measure further reduces GHG emissions by providing additional resources to help California residents afford these vehicles and to develop the necessary infrastructure for fueling and charging them.

(m) As California continues on its path to 100 percent clean electricity, the large-scale deployment of electric vehicles and electric vehicle charging infrastructure can lead to a stronger and more reliable electricity grid and lower electricity rates while also reducing GHG emissions. Because electric vehicles can be charged when there is spare capacity on the grid and when there is an abundance of clean electricity, they can improve the utilization and operation of the system, reducing the price of electricity to the benefit of all utility customers. This measure requires state agencies to prioritize grid reliability and resilience.

80202. Statement of Purpose.

The purpose of this division is to reduce emissions from two of the state's primary sources of greenhouse gases--transportation and wildfires--through public investments in electrification of vehicles used in California and improvements in the prevention and suppression of catastrophic wildfires while improving our air quality in the process.

ARTICLE 2. Clean Cars and Clean Air Trust Fund.

80203. Creation of the Clean Cars and Clean Air Trust Fund.

(a) The Clean Cars and Clean Air Trust Fund (“Fund”) is hereby established in the State Treasury.

(b) Notwithstanding any other provision of law:

(1) The Fund is a special fund, permanently separate and apart from the General Fund or any other state fund or account.

(2) The Fund, and every sub-fund and account within the Fund, is hereby declared to be a trust fund, trust sub-fund, or trust account.

(c) Except as expressly provided in this division, moneys deposited into, or required to be deposited into, the Fund, and any interest earned thereon, shall not be permanently or temporarily borrowed, loaned, or otherwise transferred to the General Fund or other fund in the State Treasury. Moneys deposited into the Fund, and any sub-fund or account within the Fund, including any interest earned thereon, shall only be used for the specific purposes set forth in this division. No action shall be taken that permanently or temporarily changes the status of the Fund as a trust fund and special fund, or borrows, diverts, or appropriates the moneys in the Fund, or moneys required to be deposited into the Fund, in a manner inconsistent with this division.

80204. Fund Oversight and Accountability.

(a) The People of the State of California hereby declare their unqualified intent for the moneys deposited into the Fund to be used to support the purposes set forth in this division without delay or interruption. The purpose of this section is to provide oversight and accountability mechanisms to guarantee that the People’s intent is carried out.

(b)(1) The Attorney General shall expeditiously investigate, and may seek civil or criminal fines and penalties for, any misuse or unauthorized use of moneys deposited into, or allocated from, the Fund or any sub-fund or account within the Fund.

(2) In addition to any other remedy available at law, if any recipient of moneys provided pursuant to this division is determined by final judicial or administrative judgment, settlement, or resolution to have wilfully or knowingly used those moneys in a manner not permitted by this division or the regulations adopted hereunder, that recipient shall be permanently ineligible for receipt of additional moneys provided pursuant to this division. For purposes of this paragraph, "recipient of moneys" shall not include a state agency or department receiving a continuous appropriation pursuant to this division.

(3) Any fines recovered by the Attorney General pursuant to this subdivision shall be retained by the Attorney General.

(c) The nonpartisan California State Auditor shall conduct a biennial independent financial audit of the programs receiving moneys from the Fund. The California State Auditor shall report the findings to the Governor and both houses of the Legislature, and shall make the findings available to the public on its internet website.

(d) Every four years, the Controller shall conduct a performance audit of efforts and programs funded with moneys from the Fund to ensure the moneys are disbursed and expended solely according to this division and shall report the findings to the Governor and both houses of the Legislature, and shall make the findings available to the public on its internet website.

(e)(1) The California State Auditor and Controller shall each be separately reimbursed from moneys in the Fund for actual costs incurred in conducting the financial audit required by subdivision (c) and the performance audit required by subdivision (d), in an amount not to exceed six hundred thousand dollars (\$600,000) per audit.

(2) The six hundred thousand dollar (\$600,000) per audit maximum limit shall be adjusted decennially to reflect any increase in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U). The Treasurer's office shall calculate and publish the adjustments required by this paragraph.

80205. Sub-Funds within the Fund.

After deducting and transferring the necessary moneys pursuant to Section 80204 for the California State Auditor's financial audit and the Controller's performance audit, the Controller shall allocate and transfer the remaining moneys in the Fund to the following sub-funds, in the following amounts:

(a) Thirty-five percent (35%) to the ZEV Infrastructure Investment Plan Sub-Fund, which is hereby created in the Fund.

(b) Forty-five percent (45%) to the ZEV and Clean Mobility Sub-Fund, which is hereby created in the Fund.

(c) Twenty percent (20%) to the Wildfire GHG Emissions Reduction Sub-Fund, which is hereby created in the Fund.

80206. Continuous Appropriation of Moneys in the Fund.

Notwithstanding Section 13340 of the Government Code, and except for payment of tax refunds, all moneys deposited into the sub-funds created within the Fund by Section 80205, together with interest earned thereon, are hereby continuously appropriated, without regard to fiscal years, as follows:

(a) All moneys in the ZEV Infrastructure Investment Plan Sub-Fund to CEC solely for the purposes set forth in Chapter 2.

(b) All moneys in the ZEV and Clean Mobility Sub-Fund to CARB solely for the purposes set forth in Chapter 3.

(c) All moneys in the Wildfire GHG Emissions Reduction Sub-Fund to CAL FIRE solely for the purposes set forth in Chapter 4.

80207. Administration.

(a)(1) CEC, CARB, CAL FIRE, and any other state or local government agency receiving moneys from the Fund, shall use no more than five percent (5%) of the moneys in any sub-fund or account in the Fund, or moneys received from any sub-fund or account in the Fund, for administrative expenses.

(2) For purposes of this subdivision, “administrative expenses” does not include expenses for public outreach.

(b) CEC, CARB, and CAL FIRE shall expend and distribute moneys in the ZEV Infrastructure Investment Plan Sub-Fund, ZEV and Clean Mobility Sub-Fund, and Wildfire GHG Emissions Reduction Sub-Fund, and any accounts therein, on a July 1 to June 30 fiscal year basis. Programs established pursuant to this division shall be budgeted and funded on the same July 1 to June 30 fiscal year basis.

(c) In designing programs and determining funding allocations as required by this division, CEC, CARB, and CAL FIRE shall consult with other appropriate local, regional, state, and federal agencies.

(d) No moneys in the Fund shall be used in a manner that permits public utility electrical corporations to (1) avoid making investments with shareholder dollars they are legally compelled to make; or (2) earn any profit off of the public investments funded by this division which have the effect of making electrical systems safer.

(e) In order to fast-track efforts to reduce GHG emissions from transportation and wildfires, CEC, CARB, and CAL FIRE shall make every effort to commence awarding financial incentives and making expenditures as set forth in this division by no later than the second January 1 occurring after the effective date of this division.

80208. Treatment of Revenues Deposited in and Expended from the Fund.

(a) This section is intended to ensure the greatest public investment in the purpose and subject of this measure, which is to reduce GHG emissions from two of the state’s primary sources of greenhouse gases—transportation and wildfires.

(b) Special Trust Fund Revenues.

(1) Notwithstanding any other provision of law to the contrary, the tax imposed by Section 17044 of the Revenue and Taxation Code and the revenue derived therefrom, including interest and penalties but less payment of refunds, are required to be deposited into the Fund, which is a special fund and trust fund permanently and irrevocably separate and apart from the

General Fund. Moneys in the Fund are continuously appropriated without regard to fiscal year for the purposes set forth in this division.

(2) Therefore, notwithstanding any other provision of law to the contrary, the tax and the revenue resulting therefrom described in paragraph (1) shall not be considered to be part of the General Fund, as that term is used in Chapter 1 (commencing with Section 16300) of Part 2 of Division 4 of Title 2 the Government Code, shall not be considered General Fund revenues for purposes of Section 8 of Article XVI of the California Constitution and its implementing statutes, and shall not be considered “General Fund revenues,” “state revenues,” “moneys,” or “General Fund proceeds of taxes” for purposes of subdivisions (a) and (b) of Section 8 of Article XVI of the California Constitution and its implementing statutes.

(c) Appropriations for Qualified Capital Outlay Expenditures and Tax Refunds.

(1) In addition to the appropriations for qualified capital outlay projects described in Section 7914 of the Government Code, an appropriation for a “qualified capital outlay project,” as used in subdivision (d) of Section 9 of Article XIII B of the California Constitution, also means an appropriation for any of the following regardless of the asset’s useful life or value:

(A) A financial incentive or subsidy of any kind for a zero-emissions vehicle fueling or charging station pursuant to Chapter 2, including construction and deployment thereof.

(B) A financial incentive or subsidy of any kind for purchase of a light-, medium-, or heavy-duty ZEV pursuant to Chapter 3, if the ZEV is purchased by a state or local government agency.

(2)(A) During any fiscal year in which the State receives revenues in excess of the State Appropriations Limit for purposes of Article XIII B of the California Constitution, or in the fiscal year immediately following that occurrence, CEC and CARB may restructure the financial incentives and other subsidies of any kind provided pursuant to Chapter 2 and Chapter 3 to California residents as a tax refund that can only be spent for the purposes set forth in Chapter 2 and Chapter 3.

(B) CEC and CARB shall only restructure financial incentives and other subsidies pursuant to subparagraph (A) upon a written request from the Director of Finance. CEC and CARB shall coordinate with the Department of Finance in implementing this paragraph.

80209. Non-Supplantation.

(a) Except as provided in subdivision (c), moneys in the Fund are intended to be used to increase and enhance the achievement of the purposes and objectives described in this division, and not to replace any other existing revenues for those purposes and objectives.

(b) CEC, CARB, and CAL FIRE shall annually prepare a report detailing whether or not compliance with subdivision (a) is being achieved.

(c) Notwithstanding subdivision (a), reduction or elimination of funding pursuant to the Clean Vehicle Rebate Project authorized by Statutes of 2007, Chapter 750 does not violate this section.

CHAPTER 2. ZEV INFRASTRUCTURE PROGRAM

ARTICLE 1. Purpose of Chapter.

80210. Purpose.

The purpose of this chapter is to reduce GHG emissions from California's transportation sector by:

(a) Making refueling a ZEV more accessible and convenient than refueling a diesel or gasoline-powered vehicle for every Californian regardless of where they live or work.

(b) Closing any ZEV infrastructure or electric grid gaps in the state identified by CEC pursuant to AB 2127 (2018) or another relevant state agency analysis to ensure that California residents can fuel ZEVs where they live, work, and play.

(c) Increasing access for disadvantaged, low-income, and moderate-income communities and consumers to passenger ZEV fueling infrastructure, and to increase the placement of that passenger ZEV infrastructure in those communities and with those consumers in order to lower GHG emissions, enhance the air quality, and promote overall benefits for those communities and consumers.

(d) Ensuring the state's electric grid is prepared for the clean vehicle future accelerated by this division.

(e) Achieving GHG emissions reductions while maximizing domestic manufacturing and high-quality job growth in California.

ARTICLE 2. Implementation by California Energy Commission.

80211. Implementation.

(a) CEC shall use the moneys in the ZEV Infrastructure Investment Plan Sub-Fund, and the accounts established therein, to fund construction, planning, deployment, operation, or maintenance of ZEV fueling stations in this state, certification programs for personnel installing ZEV fueling stations, and public education outreach necessary to ensure California residents are aware of, and educated on, how to use the incentives made available by this chapter. CEC may use moneys in the ZEV Infrastructure Investment Plan Sub-Fund, and the accounts established therein, for direct expenditures, rebates, grants, block grants, or loans.

(b) CEC shall consult and coordinate with the Public Utilities Commission, applicable public utility electrical corporations, and applicable local publicly owned electric utilities to ensure the following so that the purposes of this chapter can be accomplished without delay:

(1) Electric utilities plan, engineer, and construct the necessary infrastructure on the utility side of the meter, and that the work is funded in a timely manner.

(2) None of the activities compromise the reliability of the electric grid.

(c) CEC shall be guided by, but not limited to, the following principles in designing any program utilizing funds under this chapter:

(1) **Low Cost to Drivers** - Ensure that drivers have the opportunity for ZEV charging at a reasonable cost.

(2) **Price Transparency** - Strive for transparency of charging or fueling pricing to allow drivers to know what they will be charged for charging or fueling prior to arriving at a ZEV fueling station.

(3) **Long-Term Reliability** - Ensure that the ZEV charging or fueling infrastructure continues to be well-maintained, operational, and available over the long-term.

(4) **Grid Support** - Ensure that drivers and fleet operators benefit from charging and load management in a manner that supports operation of the electric grid.

(5) Robust Grid - Ensure that the electric grid can support ZEV charging, remains reliable, and that it can take advantage of the flexible nature of ZEV-related load and energy storage inherent in vehicle batteries, in collaboration with other relevant state agencies.

(6) Equitable Access - Ensuring all California residents can access ZEV fueling.

80212. Accounts.

(a) Moneys in the ZEV Infrastructure Investment Plan Sub-Fund shall be deposited into the following accounts, which are hereby established therein:

(1) Except as provided in subdivision (d), fifty percent (50%) into the Infrastructure Access Account.

(2) After the deposit into the Infrastructure Access Account pursuant to paragraph (1), the remainder shall be deposited into the General Infrastructure Account.

(b) Moneys in the Infrastructure Access Account shall be dedicated solely for projects, activities, and to the benefit of people, in low-income and disadvantaged communities.

(c) For at least the five consecutive fiscal years commencing July 1, 2023, CEC shall ensure that the following spending minimums are met for moneys in both the Infrastructure Access Account and the General Infrastructure Account:

(1) At least twenty percent (20%) shall be spent on programs, projects, or activities authorized by Article 3 of this chapter.

(2) At least ten percent (10%) shall be spent on programs, projects, or activities authorized by Article 4 of this chapter.

(3) At least ten percent (10%) shall be spent on programs, projects, or activities authorized by Article 5 of this chapter.

(4) At least ten percent (10%) shall be spent on programs, projects, or activities authorized by Article 6 of this chapter.

(d)(1) On and after July 1, 2026, the maximum balance in the Infrastructure Access Account shall be two hundred percent (200%) of the average annual amount deposited therein during the immediately prior two fiscal years.

(2) As long as the Infrastructure Access Account is at or above its maximum balance, moneys otherwise required to be deposited into that account shall instead be deposited into the General Infrastructure Account

ARTICLE 3. Multifamily Dwelling ZEV Charging Stations.

80213. Multifamily Dwelling ZEV Charging Stations.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund construction, planning, deployment, operation, or maintenance of charging stations at or near multifamily dwelling properties to serve residents of multifamily dwelling properties.

(b) In allocating moneys pursuant to this article, CEC shall consider charging hardware or systems that support the operation and cost-effectiveness of the electric grid.

(c) When awarding moneys directly to third-party providers of charging station construction, planning, equipment, maintenance, operation, or installation, CEC shall award moneys based on a competitive process.

ARTICLE 4. Single-Family Dwelling ZEV Charging Stations.

80214. Single-Family Dwelling ZEV Charging Stations.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund charging stations and electrical upgrades at single-family dwelling properties as set forth in this section.

(b)(1) Moneys described in subdivision (a) shall be made available as rebates, block grants, grants, or direct expenditures for electrical work including wiring, conduit, or electric panel upgrades, and purchase or installation of CEC-preapproved L2 hardware or charging systems at single-family dwelling properties.

(2) In allocating moneys under this section, CEC shall consider charging hardware or systems that support the operation and cost-effectiveness of the electric grid.

ARTICLE 5. Passenger ZEV Fast-Fueling Infrastructure.

80215. Funding for Passenger ZEV Fast-Fueling Infrastructure.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund deployment of passenger ZEV fast-fueling infrastructure as set forth in this section.

(b)(1) Moneys described in subdivision (a) shall be made available as rebates, block grants, grants, subsidized loans, or direct expenditures for deployment of passenger ZEV fast-fueling infrastructure.

(2) CEC shall prioritize allocations for projects in low-income and disadvantaged communities, locations near multifamily dwelling properties that cannot be served by onsite charging infrastructure, city centers, airports, and other locations that CEC determines are not well-served by passenger ZEV fast-fueling infrastructure. In addition, CEC may prioritize allocations for projects at critical infrastructure locations along emergency egress routes.

(c) The State of California shall prioritize, work with local governments, and fast-track, to the maximum extent possible, permitting and zoning for installation of passenger ZEV fast-fueling infrastructure in order to minimize the time needed to make those fueling stations operational.

(d) When awarding moneys directly to third-party providers of fast-fueling station equipment, maintenance, operation, and installation, CEC shall award moneys based on a competitive process.

(e) The state shall make available state-owned properties as sites for installation of passenger ZEV fast-fueling infrastructure where doing so is feasible, reasonable, cost-effective, and would further the purposes of this division.

ARTICLE 6. Medium- and Heavy-Duty ZEV Fueling Infrastructure.

80216. Funding for Medium- and Heavy-Duty ZEV Fueling Infrastructure.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund deployment of medium- and heavy-duty ZEV fueling infrastructure as set forth in this section.

(b)(1) Moneys described in subdivision (a) shall be made available as rebates, block grants, grants, subsidized loans, or direct expenditures for deployment of medium- and heavy-duty ZEV fueling infrastructure.

(2) CEC shall prioritize allocations for projects in locations that CEC determines are not well-served by medium- and heavy-duty ZEV fueling infrastructure.

(c) The State of California shall prioritize, work with local governments, and fast-track, to the maximum extent possible, permitting and zoning for installation of medium- and heavy-duty ZEV fueling infrastructure under this section in order to minimize the time needed to make that fueling infrastructure operational.

(d) When awarding moneys directly to third-party providers of medium- and heavy-duty ZEV fueling infrastructure equipment, maintenance, operation, and installation, CEC shall award moneys based on a competitive process.

(e) The state shall make available state-owned properties as sites for installation of medium- and heavy-duty ZEV fueling infrastructure under this section where doing so is feasible, reasonable, cost-effective, and would further the purposes of this division.

CHAPTER 3. ZEV AFFORDABILITY PROGRAM

ARTICLE 1. Purpose of Chapter.

80217. Purpose.

The purpose of this chapter is to reduce GHG emissions from California's transportation sector by:

- (a) Making ZEVs accessible and affordable to all California residents.
- (b) Converting passenger vehicles, which are the state's largest single source of GHG emissions, to ZEVs as quickly as possible.
- (c) Converting medium-, heavy-duty, and off-road vehicles to ZEVs with a focus on benefitting the air quality in low-income and disadvantaged communities while reducing GHG emissions.
- (d) Increasing access to zero-emission clean mobility options that do not require car ownership.
- (e) Providing access to, and affordability for, moderate-income, low-income and disadvantaged communities and consumers to ZEVs, to increase the placement of ZEVs in those communities and with those consumers to lower GHG emissions, enhance air quality, and promote overall benefits for those communities and consumers.

(f) Converting passenger vehicles that are used for high-utilization purposes to ZEVs as quickly as possible in order to reduce GHG emissions as quickly as possible.

(g) Maximizing domestic manufacturing and high-quality job growth in California.

ARTICLE 2. Implementation by CARB.

80218. Implementation.

(a) CARB shall use the moneys in the ZEV and Clean Mobility Sub-Fund, and the accounts established therein, to fund rebates, loans, block grants, grants, and other financial incentives for programs authorized under this chapter, and public education outreach necessary to ensure California residents are aware of, and educated on how to utilize, those programs.

(b) Passenger vehicles are the largest single-source of GHG emissions in this state. Therefore, in order to effectively reduce GHG emissions from passenger vehicles, CARB shall ensure that, during at least the five consecutive fiscal years commencing July 1, 2023, at least two-thirds ($\frac{2}{3}$) of the total moneys deposited in the ZEV and Clean Mobility Sub-Fund shall be allocated to projects, programs, purposes, and activities that support the deployment of passenger ZEVs operated in this state.

80219. Accounts.

(a) Except as provided in subdivision (c), moneys in the ZEV and Clean Mobility Sub-Fund shall be deposited into the following accounts as follows, which are hereby established therein:

(1) Fifty percent (50%) into the ZEV Equity and Air Quality Account.

(2) Fifty percent (50%) into the ZEV General Account.

(b) Moneys in the ZEV Equity and Air Quality Account shall be allocated to fund programs that primarily benefit people who live in low-income and disadvantaged communities. Programs eligible for funding from the ZEV Equity and Air Quality Account include, but are not limited to, the programs described in Article 3.

(c)(1) On and after July 1, 2026, the maximum balance in the ZEV Equity and Air Quality Account shall be two hundred percent (200%) of the average annual amount deposited therein during the immediately prior two fiscal years.

(2) As long as the ZEV Equity and Air Quality Account is at or above its maximum balance, one hundred percent (100%) of the moneys transferred to the ZEV and Clean Mobility Sub-Fund shall be deposited into the ZEV General Account.

ARTICLE 3. GHG Reduction, Affordability, Equity, and Air Quality Programs.

80220. Eligible Programs.

Programs eligible for funding pursuant to this chapter may include, but are not limited to, those that:

(a) Provide block grants, grants, loans, or other incentives for zero-emission school buses so pupils ride to school in ZEVs.

(b) Provide block grants, grants, loans, or other incentives for zero-emission transit buses so people get to where they need to go in ZEVs.

(c) Provide incentives, grants, and block grants for governments and businesses to buy medium-, heavy-duty, and off-road agricultural and construction ZEVs.

(d) Provide financing assistance to help those without access to capital or high credit acquire new and used ZEVs.

(e) Help people retire old polluting vehicles and replace them with new and used ZEVs or other zero-emission mobility options.

(f) Help agricultural workers and others utilize zero-emission vanpools.

(g) Provide local air quality benefits in communities overburdened by diesel pollution, in addition to reducing GHG emissions.

(h) Increase access to clean mobility options, including but not limited to:

(1) Electric bikes.

(2) Bike-sharing.

(3) Protected bike lanes.

(4) Transit passes.

(i) Provide financial incentives pursuant to Article 4.

ARTICLE 4. Factory New Passenger ZEV Incentive Program.

80221. Factory New Passenger ZEV Incentive Program.

(a)(1) CARB shall establish a factory new ZEV incentive program pursuant to this article.

(2) Moneys in the ZEV General Account shall be used to fund rebates, subsidies, grants, and other financial incentives determined by CARB for all California residents to purchase or lease factory new ZEVs, as set forth in this section. Moneys in the ZEV Equity and Air Quality Account may also be used for this purpose.

(b) In dispersing moneys pursuant to this section, CARB shall prioritize applications in the following order:

(1) Applications from California residents described in paragraph (1) of subdivision (c) of Section 80228.

(2) Applications from California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228 for passenger ZEVs for high-utilization purposes.

(3) Applications from other California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228.

(c)(1) A California resident described in paragraph (1) of subdivision (c) of Section 80228 shall be eligible for a refundable point-of-sale rebate when purchasing or leasing a factory new ZEV. The rebate shall be transferable to licensed automobile dealers and other financing entities.

(2) Rebate amount and eligibility for California residents described in paragraph (1) of this subdivision shall be determined by CARB. In determining rebate amount and eligibility, CARB shall prioritize maximizing the number of California residents who gain the ability to afford to lease or purchase a factory new ZEV as a result of this section.

(d) California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228 shall be eligible for a point-of-sale rebate per vehicle purchased to apply toward the purchase or lease of factory new ZEVs for use in California. Rebates provided pursuant to this subdivision shall be funded from the ZEV General Account.

(1) Rebate amount and eligibility for California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228 shall be determined by CARB. Rebate amounts and allocations shall be consistent with meeting the state's ZEV and climate goals and regulations.

(2) In determining rebate amount and eligibility, CARB shall prioritize achieving the greatest reduction in GHG emissions from California's transportation sector. CARB shall

establish rebate amount and eligibility under this subdivision in a manner that furthers the purposes described in subdivisions (b) and (f) of Section 80217.

(e) CARB may impose a reasonable limit on the number or aggregate value of rebates a California resident may obtain in a single fiscal year, so long as CARB demonstrates by clear and convincing evidence that the limit does not undermine the accomplishment of the purposes described in subdivisions (b) and (f) of Section 80217.

(f) Subject to the priorities listed in subdivision (b), CARB shall make every effort to disburse all moneys in the ZEV General Account for permissible uses under this section by the end of each fiscal year consistent with the purposes set forth in this chapter.

ARTICLE 5. Minimum Ownership or Lease Requirements for Compliance with this Chapter.

80222. Minimum Registration Requirements.

If an incentive is obtained pursuant to this chapter for the purchase or lease of a ZEV, CARB may require the vehicle to be registered with the Department of Motor Vehicles for a specified period of time.

CHAPTER 4. REDUCING WILDFIRE GHG EMISSIONS

ARTICLE 1. Purpose of Chapter.

80223. Purpose.

The purposes of this chapter are as follows:

(a) To ensure the State of California and local governments have sufficient firefighting capacity to reduce the amount of GHG emissions from extreme wildfires, while also reducing the air pollution wildfires produce.

(b) To reduce GHG emissions from extreme fire events in California through improvements in wildfire suppression, prevention, mitigation, resilience, and preparedness, and restoration and maintenance of a more natural, safer fire regime on California's landscapes.

(c) To mitigate, prevent, and suppress impacts, including GHG emissions, of extreme wildfire events upon people, essential infrastructure, and communities.

(d) To advance wildfire prevention implementation activities.

ARTICLE 2. Wildfire Prevention, Mitigation, and Suppression Resources.

80224. Accounts.

(a) Moneys in the Wildfire GHG Emissions Reduction Sub-Fund shall be deposited into the following accounts, where are hereby established therein:

(1) Twenty-five percent (25%) into the State Fire Marshal Prevention and Suppression Account.

(2) Seventy-five percent (75%) into the General Prevention and Suppression Account.

(b) During the six fiscal years commencing July 1, 2024 and ending June 30, 2030, up to twenty-five percent (25%) of the moneys deposited in the General Prevention and Suppression Account shall be used for wildfire prevention and resilience efforts, including efforts described in paragraphs (4) through (6) of subdivision (a) of Section 80226.

80225. Fire Prevention and Suppression Efforts Within the Office of State Fire Marshal.

(a) Moneys in the State Fire Marshal Prevention and Suppression Account shall be available for the exclusive distribution and use by the Office of the State Fire Marshal for wildfire prevention and suppression efforts as set forth in this section.

(b) Fire prevention and suppression efforts funded by the State Fire Marshal Prevention and Suppression Account shall be selected by the Office of the State Fire Marshal in conjunction with a statewide apprenticeship committee established to improve the quality of education and training within the fire service and set professional standards for firefighters in the state.

80226. Additional Fire Prevention and Suppression Resources.

(a) Moneys in the General Prevention and Suppression Account shall be used by CAL FIRE for additional efforts to prevent, manage and suppress wildfires in this state. Moneys may be used for the following:

(1) Retaining, housing, training, and hiring CAL FIRE permanent and seasonal firefighters necessary to prevent and suppress wildfires.

(2) Advanced wildfire detection and monitoring systems, including camera and satellite networks.

(3) Improving fire suppression and safety infrastructure in fire-prone communities.

(4) Improving defensible spaces around homes and communities.

(5) Grants for home-hardening retrofits focused on low-income communities.

(6) Support activities and programs such as forest resilience programs, prescribed burning, watershed restoration and management, and vegetation management.

(b) In expending moneys pursuant to this section, primary priority shall be given to paragraph (1) of subdivision (a).

80227. Non-Supplantation.

(a) Moneys in the Wildfire GHG Emissions Reduction Sub-Fund, and the accounts established therein, shall be used to supplement, and not replace, existing moneys appropriated for the purposes described in this chapter.

(b) The State of California bears the burden of proving by clear and convincing evidence that the moneys in the Wildfire GHG Emissions Reduction Sub-Fund, and the accounts established therein, are not being used to supplant preexisting moneys appropriated for the purposes described in this chapter.

CHAPTER 5. DEFINITIONS

80228. Definitions.

For purposes of this division, as used in both the singular and plural form, the following definitions shall apply:

(a) "California Air Resources Board" or "CARB" means the State Air Resources Board established at Division 26 (commencing with Section 39000) of the Health and Safety Code.

(b) "California Department of Forestry and Fire Protection" or "CAL FIRE" means the Department of Forestry and Fire Protection established at Chapter 2.5 (commencing with Section 700) of Division 1 of the Public Resources Code.

(c) “California resident” means all of the following:

- (1) An individual resident of this state.
- (2) A legal entity that has employees or owns property in California.
- (3) A state or local government agency.

(d) “City center” means an area within an incorporated municipality intended by the city for development of an urban center with higher intensity residential, retail, office, and entertainment uses.

(e) “Electric utility” is either a public utility electrical corporation or local publicly owned electric utility.

(f) “Energy Resources Conservation and Development Commission,” “California Energy Commission,” or “CEC” means the State Energy Resources Conservation and Development Commission established at Chapter 3 (commencing with Section 25200) of Division 15 of the Public Resources Code.

(g) “Fast-fueling infrastructure” includes, but is not limited to, electric vehicle charging at high power such as 150kW DCFC chargers and hydrogen fueling stations.

(h) “Fund,” when used as a proper noun, means the Clean Cars and Clean Air Trust Fund established in Section 80203.

(i) “Greenhouse gas” or “GHG” means carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gases as defined in Section 95102 of Title 17 of the California Code of Regulations.

(j) “High-utilization purpose” means a use of a ZEV where the purchaser can provide documentation that such use is likely to result in more than 25,000 miles per year on average.

(k) “Level 2 charging station” means a charging station with a typical Voltage rating of 208-250V, a typical Amperage rating of 15-90 Amperes, and a typical male plug of SAE J1772 to mate or interact with a typical port or inductive charging or other charging system.

(l) “Licensed automobile dealer” means a person or entity licensed by the State of California to engage in the sale of motor vehicles.

(m) “Local publicly owned electric utility” has the same meaning as provided in Section 224.3 of the Public Utilities Code.

(n)(1) “Low-income and disadvantaged community” means any of the following:

(A) A disadvantaged community identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code.

(B) A low-income community described in paragraph (2) of subdivision (d) of Section 39713 of the Health and Safety Code.

(2) “Low-income and disadvantaged community” also includes a low-income household, as defined in paragraph (1) of subdivision (d) of Section 39713 of the Health and Safety Code, that is outside of, but within a 1/2 mile of, a community described in subparagraph (A) of paragraph (1) of this subdivision.

(o) “Multifamily dwelling property” means a real property improvement intended for human habitation with more than 4 dwelling units.

(p) “Passenger ZEV” means a passenger vehicle as defined in Section 465 of the Vehicle Code that also meets the definition of a “Zero-emission vehicle.”

(q) “Public utility electrical corporation” means an electrical corporation as defined in Section 218 of the Public Utilities Code that also meets the definition of a “public utility” as set forth in Section 216 of the Public Utilities Code.

(r) “Single-family dwelling property” means a real property improvement intended for human habitation with 4 or fewer dwelling units.

(s) “State or local government agency” means the State of California, a city, a county, a city and county, or a special district, or any public authority, public agency, or other political subdivision or public corporation in the State.

(t) “Zero-emission vehicle” or “ZEV” means a vehicle that is eligible to earn compliance credits for zero-emission operations under CARB’s ZEV, Advanced Clean Truck, or other relevant regulations, as determined by CARB.

(u) “ZEV fueling” means, but is not limited to, electric vehicle electric battery charging.

CHAPTER 6. REALLOCATION OF MONEYS.

80229. Modification of Percentage Allocations of Moneys.

(a)(1) The percentage allocation of money described in subdivision (c) of Section 80212 may be modified by CEC after June 30, 2028 as set forth in this section.

(2) The percentage allocation of money described in subdivision (b) of Section 80218 may be modified by CARB after June 30, 2028 as set forth in this section.

(b)(1) All modifications to percentage allocations of money described in subdivision (a) shall be accomplished through a public process with at least a 30-day comment period, including at least one stakeholder workshop. The modification shall be consistent with an annual or multi-year investment plan.

(2) When making modifications pursuant to paragraph (1), CEC and CARB shall convene a stakeholder advisory committee to review and provide input into the annual or multi-year investment plan.

(c) CEC and CARB shall not propose a modification to the percentage allocations of money described in subdivision (a) unless and until CEC or CARB, as the case may be:

(1) Determines that another percentage allocation would better serve the purposes of this division.

(2) Publishes a report describing how the modification of the percentage allocation will better serve the purposes of this division.

CHAPTER 7. AMENDMENTS.

80230. Amendment of Division.

(a)(1) Except as provided in paragraph (2), the Legislature may amend this division by a statute passed in each house of the Legislature by rollcall vote entered into the journal, three-fourths of the membership concurring, provided that the statute is consistent with, and furthers the purpose of, this division.

(2) The Legislature may amend subdivision (a) of Section 80207 by a rollcall vote entered into the journal, two-thirds of the membership concurring, provided that the statute is consistent with, and furthers the purpose of, this division.

(b) No statute enacted after October 1, 2021, but prior to the effective date of this division, that would constitute an amendment of this division, shall be operative after the

effective date of this division unless the statute was passed in accordance with the requirements of subdivision (a).

SECTION 2. Section 17044 is hereby added to Chapter 2 (commencing with Section 17041) of Part 10 of Division 2 of the Revenue and Taxation Code, to read:

17044. (a) For each taxable year beginning on or after January 1, 2023, in addition to any other taxes imposed by this part, an additional tax shall be imposed at the rate of 1.75 percent on that portion of a taxpayer's taxable income in excess of two million dollars (\$2,000,000).

(b) For purposes of applying Part 10.2 (commencing with Section 18401) of Division 2, the tax imposed under this section shall be treated as if imposed under Section 17041.

(c) The following shall not apply to the tax imposed by this section:

(1) The provisions of Section 17039, relating to the allowance of credits.

(2) The provisions of Section 17041, relating to filing status and recomputation of the income tax brackets.

(3) The provisions of Section 17045, relating to joint returns.

(d) The revenues generated from the tax imposed by this section shall be deposited into the Clean Cars and Clean Air Trust Fund established by Section 80203 of the Public Resources Code.

SECTION 3. Sunset.

(a) Except as provided in subdivision (b), the provisions of this Act shall become inoperative as follows:

(1) The following section shall become inoperative on January 1, 2043:

(A) Section 2, adding Section 17044 to the Revenue and Taxation Code.

(2) The following sections shall become inoperative on June 30, 2043:

(A) Section 1, adding Division 47 to the Public Resources Code.

(b)(1) Notwithstanding subdivision (a), if for three consecutive calendar years on or after January 1, 2030 the statewide greenhouse gas emissions are at least 80 percent below the statewide 1990 level of greenhouse gas emissions as reported in the greenhouse gas inventory

required under Section 39607.4 of the Health and Safety Code, then the provisions of this Act shall become inoperative as set forth in this subdivision:

(2) The section of this Act described in subparagraph (A) of paragraph (1) of subdivision (a) shall become inoperative on the January 1 following the calendar year in which the condition set forth in paragraph (1) is satisfied.

(3) The section of this Act described in subparagraph (A) of paragraph (2) of subdivision (a) shall become inoperative on the next June 30 following the end of the calendar year in which the condition set forth in paragraph (1) is satisfied.

(c) Any moneys remaining in the Clean Cars and Clean Air Trust Fund after Division 47 of the Public Resources Code becomes inoperative shall be appropriated by the Legislature to further the purposes of this Act.

(d) Any section of this Act that becomes inoperative pursuant to this section is hereby repealed one year after the date the section becomes inoperative.

SECTION 4. Severability.

The provisions of this Act are severable. If any portion, section, subdivision, paragraph, subparagraph, clause, sentence, phrase, word, or application of this Act is for any reason held to be invalid by a decision of any court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Act. The People of the State of California hereby declare that they would have adopted this Act and each and every portion, section, subdivision, paragraph, subparagraph, clause, sentence, phrase, word, and application not declared invalid or unconstitutional without regard to whether any part of this Act or application thereof would be subsequently declared invalid.

SECTION 5. Conflicting and Non-Conflicting Initiative Measures.

The People of the State of California hereby find and declare:

(a) Conflicting Initiative Measures.

In the event that this initiative measure and another initiative measure or measures that raises state revenues to fund reductions in GHG emissions from transportation and wildfires

appear on the same statewide election ballot, the other initiative measure or measures shall be deemed to be in conflict with this measure. In the event that this initiative measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other initiative measure or measures shall be null and void.

(b) Non-conflicting Initiative Measures.

(1) This initiative measure is an exercise of the statewide voters' initiative power pursuant to Section 1 of Article IV, and Section 8 of Article II, of the California Constitution.

(2)(A) Other initiative measures that deal with the procedures for the adoption of taxes, fees, and charges by the state Legislature, local legislative bodies, and local voters deal with separate and distinct constitutional powers from the constitutional powers described in paragraph (1). These initiatives include, but are not necessarily limited to, the initiatives initially designated by the Attorney General as Initiative No. 21-0026 and Initiative No. 21-0042.

(B) Other initiative measures that increase taxes on personal incomes to fund programs or efforts not including reductions in GHG emissions from transportation and wildfires deal with separate and distinct subjects. These initiatives include, but are not necessarily limited to, the initiative initially designated by the Attorney General as Initiative No. 21-0022.

(3) For purposes of subdivision (b) of Section 10 of Article II of the California Constitution, because they deal with separate and distinct constitutional powers and separate and distinct subjects, this initiative measure does not conflict with any initiative measure described in paragraph (2). The voters hereby declare that this initiative measure and the initiative measures described in paragraph (2) are not competing all-or-nothing alternatives. The voters hereby freely and unequivocally express their intent that if this initiative measure and any of the initiative measures described in paragraph (2) are approved at the same election, that both this initiative measure and the other initiative measure(s) should both be given full force and effect.

(c) If this initiative measure is approved by the voters but superseded in whole or in part by any other conflicting initiative measure approved by the voters at the same election, and such conflicting measure is later held invalid, this measure shall be self-executing and given full force and effect.

SECTION 6. Liberal Construction.

This Act is an exercise of the initiative power of the people of the State of California pursuant to Article II and Article IV of the Constitution, and shall be liberally construed to effectuate the purposes set forth in this Act.

SECTION 7. Standing.

Notwithstanding any other provision of law, if the state or any of its officials fail to defend the constitutionality of this act, following its approval by the voters, any other state or local government agency of this state shall have the authority to intervene on behalf of the State of California in any court action challenging the constitutionality of this act for the purpose of defending its constitutionality, whether that action is in state or federal trial court, on appeal, or on discretionary review by the Supreme Court of California or the Supreme Court of the United States. The reasonable fees and costs of defending the action shall be a charge on funds appropriated to the Department of Justice, which shall be satisfied promptly.



Memorandum

AGENDA ITEM 8

DATE: September 22, 2022
TO: Transportation Authority Board
FROM: Maria Lombardo – Chief Deputy Director
SUBJECT: 09/27/2022 Board Meeting: Adopt a Support Position on Proposition 30, the Clean Cars and Clean Air Act

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt a support position on Proposition 30, the Clean Cars and Clean Air Act</p> <p>SUMMARY</p> <p>The state needs new, dedicated funding to help accelerate the transition to a zero-emission transportation system and to respond to the growing severity and frequency of wildfires. Proposition 30 is an initiative on the November 8, 2022 ballot that would impose a 1.75% tax increase on personal income over \$2 million, raising an estimated \$3 - \$5 billion annually for use on zero-emission vehicle (ZEV) incentives and charging infrastructure (80%) and wildfire response and prevention (20%). The provisions would expire after 20 years, or earlier if specified greenhouse gas reduction goals are met. The initiative has gained support from a wide range of environmental, public health, and labor organizations as well as private businesses, elected officials, and some labor organizations. However, Governor Newsom and some other organizations have opposed it. With transportation being the single largest source of global warming emissions and air pollution in the state, we recommend adopting a support position to ensure continued investment in the infrastructure and incentives necessary to transition the state’s vehicle fleet from fossil fuels to clean energy. We are seeking approval at first appearance to maximize the time the agency’s position could inform the public before the November election.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--



BACKGROUND

Transportation is the single largest source of global warming emissions and air pollution in the state. On August 25, 2022, the California Air Resources Board (CARB) approved the Advanced Clean Cars II rule which established a year-by-year roadmap so that by 2035 100% of new cars and light trucks sold in California will be zero-emission vehicles, including plug-in hybrid electric vehicles. Proposition 30, if approved, would provide significant new funding to address two key hurdles to encouraging broader adoption of ZEVs in California – their purchase cost and the availability of reliable charging infrastructure.

DISCUSSION

Allocation of funds. 20% of Proposition 30 funding would be spent on wildfire response and prevention activities. Of this, 75% would be directed to a General Prevention and Suppression Account that could be used to fund the housing, training, and hiring of firefighters, and various prevention and suppression efforts. The remaining 25% would be directed to the State Fire Marshal Prevention and Suppression Account to improve the quality of education and training within the fire service.

The remaining funding from Proposition 30, or 75% of revenues, would provide incentives to encourage more California motorists and businesses to purchase ZEVs as well as fund ZEV charging infrastructure:

- **ZEV Affordability Program** (a total of 45% of initiative funding): The California Air Resources Board (CARB) would administer the program and develop guidelines for fund distribution. Two-thirds of the revenues dedicated to this program would be used to help households, businesses, and government agencies pay for part of the cost of new passenger ZEVs (such as cars, vans, and pick-up trucks). The remaining one-third would be available to help businesses, governments, and transit operators buy medium and heavy-duty ZEVs (such as trucks and buses). It would also potentially fund other programs to improve air quality and support clean mobility options. These could include, but are not limited to, electric bicycles, bike-sharing, protected bicycle lanes, and transit passes.
- **ZEV Infrastructure and Investment Program** (a total of 35% of initiative funding). This program would be administered by the California Energy Commission (CEC), which would be responsible for establishing guidelines for distributing the funds. Funding would be used to install and operate ZEV charging and fueling stations at homes, other buildings, and public locations. Proposition 30 establishes a minimum allocation level to specific focus areas within this program, including multifamily charging (20%), single-family charging (10%), fast-fueling ZEV infrastructure (10%), and medium and heavy duty fueling infrastructure (10%).

For the two ZEV categories, at least 50% of the revenues must be spent on projects that benefit people who live in disadvantaged communities and/or low-income communities. The rest of the money could be spent anywhere in the state.

State Budget Impact. The state has made significant investments over the last few budget cycles in ZEV programs. For instance, the most recent State Budget includes \$2.7 billion in for ZEV investment



spending in Fiscal Year (FY) 2022/23 alone. Proposition 30 would not supplant any spending that has already been committed, but it would ensure a steady baseline of investment in these initiatives in subsequent budget cycles over the next 20 years.

However, by specifying in the State Constitution how its new revenues must be spent, Proposition 30 reduces the state's flexibility over its budget. While the measure does raise new revenue to help pay for the specified expenditures, the State Appropriations Limit (or "Gann Limit"), which imposes an overall cap on how much expenditures can grow, has been triggered in recent years, including the FY 2022/23 State Budget. The state's Legislative Analysts' Office has estimated that \$1.5 - \$3 billion of the spending required by Proposition 30 would count toward this limit. As a result, when state spending hits the Gann limit, the proposition would require the state to reduce an equal amount of spending from other programs to "make room" for the new required spending on ZEV programs and wildfire activities.

Registered Support and Opposition. Mayor Breed has endorsed Proposition 30, as has the Metropolitan Transportation Commission and the Association of Bay Area Governments. The initiative is also supported by more than a hundred environmental, public health, business, and mobility advocacy organizations as well as numerous other elected officials, labor organizations, and private companies (including Lyft, which was a major financial supporter of the signature gathering effort and also contributed to the campaign supporting the proposition). Opponents include the Bay Area Council, various Chambers of Commerce, the California Teachers Association, and taxpayer organizations. Governor Newsom has also registered his opposition to the initiative on the basis that it would use public funding to help ride-hail companies like Lyft and Uber comply with a 2021 CARB requirement that at least 90% of their miles are driven by ZEVs by 2030.

For California to meet its climate goals for the transportation sector, investment is needed now to make ZEVs more affordable and feasible, while at the same time encouraging people to walk, bike, and take transit. ZEV rebate and incentive programs, combined with an increase in reliably available charging infrastructure, could encourage the transition to ZEVs by consumers, businesses, and government fleets. The fleet and facility upgrades needed to support transit agencies' mandated transition to zero-emission vehicles would also be eligible uses of Proposition 30 revenues, and we would actively engage with CARB and CEC during the development of distribution guidelines to advocate for a dedicated portion of revenues for those uses.

FINANCIAL IMPACT

None.

CAC POSITION

The Community Advisory Committee will discuss this as an information item at its September 28, 2022, meeting.

SUPPLEMENTAL MATERIALS



**San Francisco
County Transportation
Authority**

Agenda Item 8

Page 4 of 4

- Attachment 1 – Text of Proposition 30



Memorandum

AGENDA ITEM 9

DATE: September 22, 2022

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 09/27/2022 Board Meeting: Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2022

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Transportation Authority’s Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2022, is presented independently. Following the annual audit, the Annual Comprehensive Financial Report will be presented to the Board along with the results of the fiscal audit, single audit, and management review.</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>
--	---

BACKGROUND

Our Investment Policy directs a submittal of portfolio compliance with the Investment Policy at the end of the quarter. Usually, this is presented in conjunction with, and in the context of, a quarterly Internal Accounting Report. However, since fiscal year-end project accruals are still being submitted, the Internal Accounting Report is not available at this time.

DISCUSSION

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 our 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 our Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.

Investment Compliance. As of June 30, the Transportation Authority’s bank accounts total to \$107.0 million and approximately 48.7 percent of this amount was invested in the Treasury Pool. The remaining funds are held in bank accounts for daily operations. These investments are in compliance with the California Government Code and our Board-adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements. Attachment 1 is the investment report furnished by the Office of the Treasurer and Tax Collector for the period ended on June 30, 2022.

Debt Expenditure Compliance. In October 2021, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million. As of June 30, 2022, the Transportation Authority does not have any outstanding balance in the loan.

As of June 30, 2022, total outstanding bond principal and premium balance is \$225.3 million. We made cumulative payments of \$74.5 million, including principal payment of \$39.9 million and interest payment of \$34.6 million.

Credit Rating. On June 23, 2022, Fitch Ratings affirmed the Transportation Authority’s sales tax revenue bonds with a rating of AAA and a stable financial outlook. The affirmation reflects the structure's very strong resilience and financial capacity despite the sharp drop in sales taxes due to the pandemic. Fiscal year 2022 revenue performance has been solid with strong year-to-year recovery in each month through March 2022. Fitch expects sales tax revenues growth to recover to its historical trend of growth between inflation and U.S. GDP.



FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – City and County of San Francisco Investment Report for the Month of June 2022

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



Tajel Shah, Chief Assistant Treasurer
Hubert R White, III CFA, CTP, Chief Investment Officer

José Cisneros, Treasurer

Investment Report for the month of June 2022

July 15, 2022

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

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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of June 30, 2022. 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 June 2022 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	June 2022	Fiscal YTD	May 2022
Average Daily Balance	\$ 13,633	\$ 14,913	\$ 13,518	\$ 14,875
Net Earnings	81.63	11.21	70.42	9.85
Earned Income Yield	0.60%	0.91%	0.57%	0.78%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	29.28%	\$ 4,482.7	\$ 4,253.4	0.83%	0.77%	879
Federal Agencies	31.60%	4,761.8	4,590.1	1.12%	1.11%	832
Public Time Deposits	0.28%	40.0	40.0	1.41%	1.41%	123
Negotiable CDs	13.45%	1,960.0	1,953.3	1.26%	1.26%	143
Commercial Paper	4.67%	676.9	677.9	0.00%	1.32%	56
Money Market Funds	16.80%	2,440.7	2,440.7	1.08%	1.08%	1
Supranationals	3.93%	596.2	570.7	0.31%	0.80%	674
Totals	100.0%	\$ 14,958.3	\$ 14,526.2	1.01%	1.03%	569

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

Respectfully,

**José Cisneros
Treasurer**

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty, Meghan Wallace
Ben Rosenfield - Controller, Office of the Controller
Mark de la Rosa - Director of Audits, 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 June 30, 2022

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 4,475.0	\$ 4,482.7	\$ 4,253.4	94.89	29.28%	100%	Yes
Federal Agencies	4,760.3	4,761.8	4,590.1	96.39	31.60%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	40.0	40.0	40.0	100.00	0.28%	100%	Yes
Negotiable CDs	1,960.0	1,960.0	1,953.3	99.66	13.45%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	680.0	676.9	677.9	-	4.67%	25%	Yes
Medium Term Notes	-	-	-	-	0.00%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/							
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	2,440.7	2,440.7	2,440.7	100.00	16.80%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	588.5	596.2	570.7	95.74	3.93%	30%	Yes
TOTAL	\$ 14,944.6	\$ 14,958.3	\$ 14,526.2	97.11	100.00%	-	Yes

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

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <https://sftreasurer.org/banking-investments/investments>

Totals may not add due to rounding.

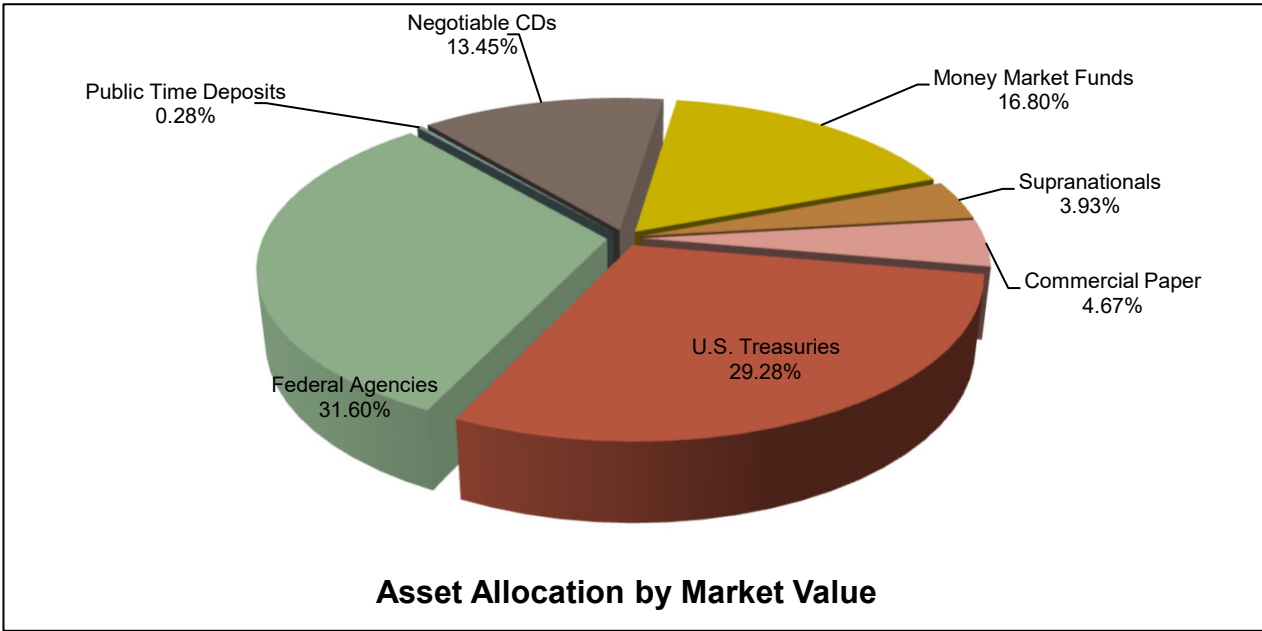
City and County of San Francisco

Pooled Fund Portfolio Statistics

For the month ended June 30, 2022

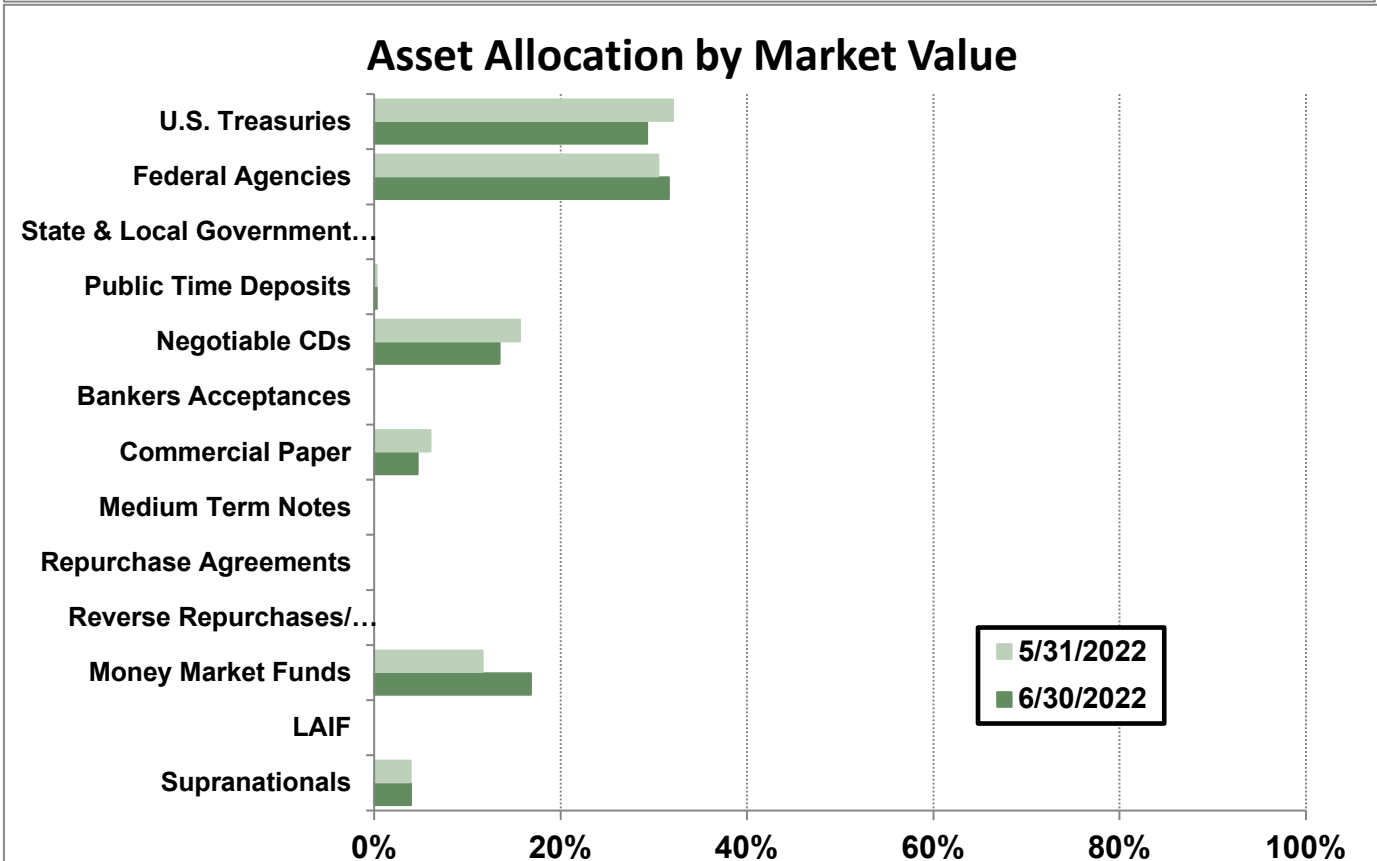
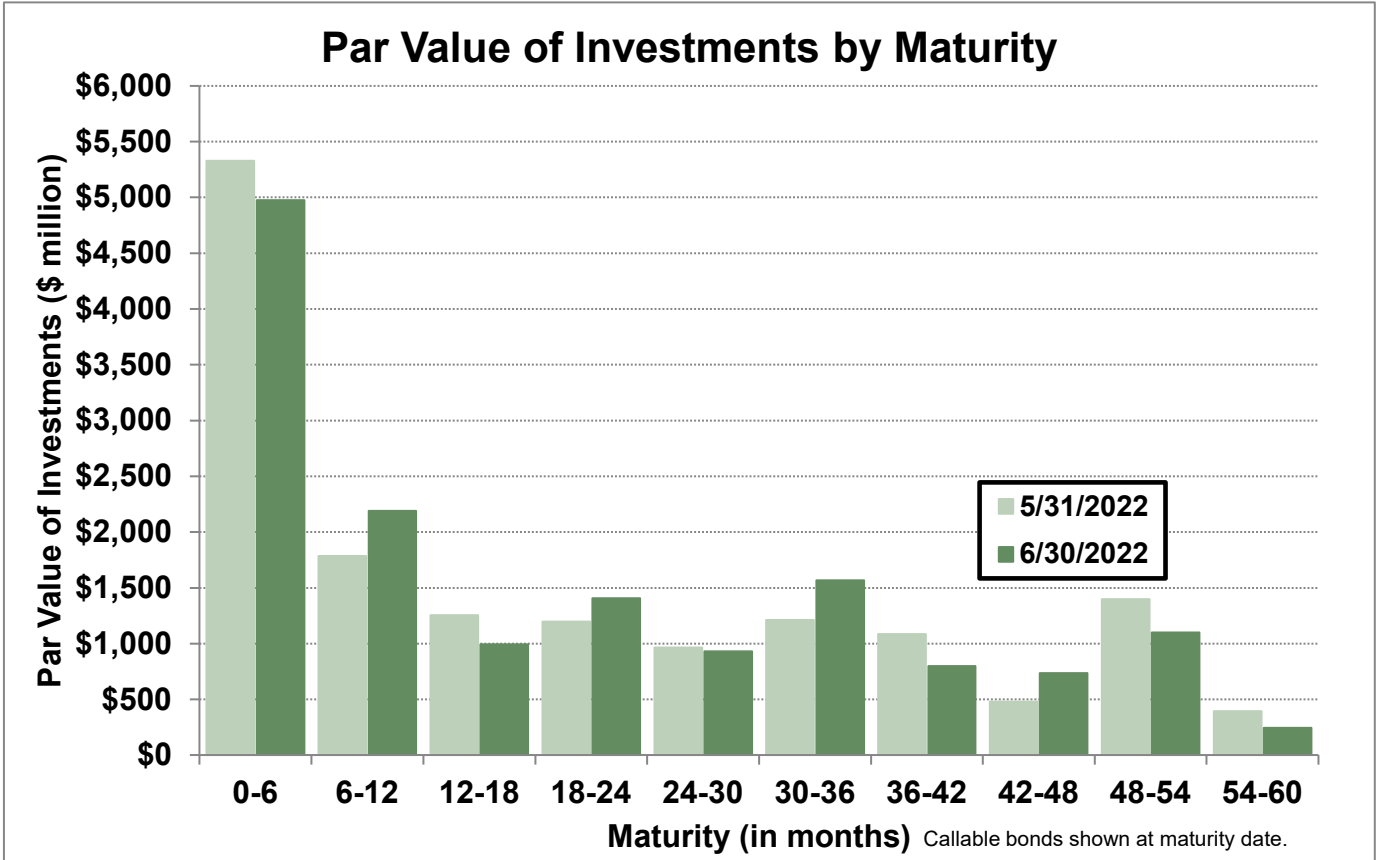
Average Daily Balance	\$14,913,233,332
Net Earnings	\$11,212,819
Earned Income Yield	0.91%
Weighted Average Maturity	569 days

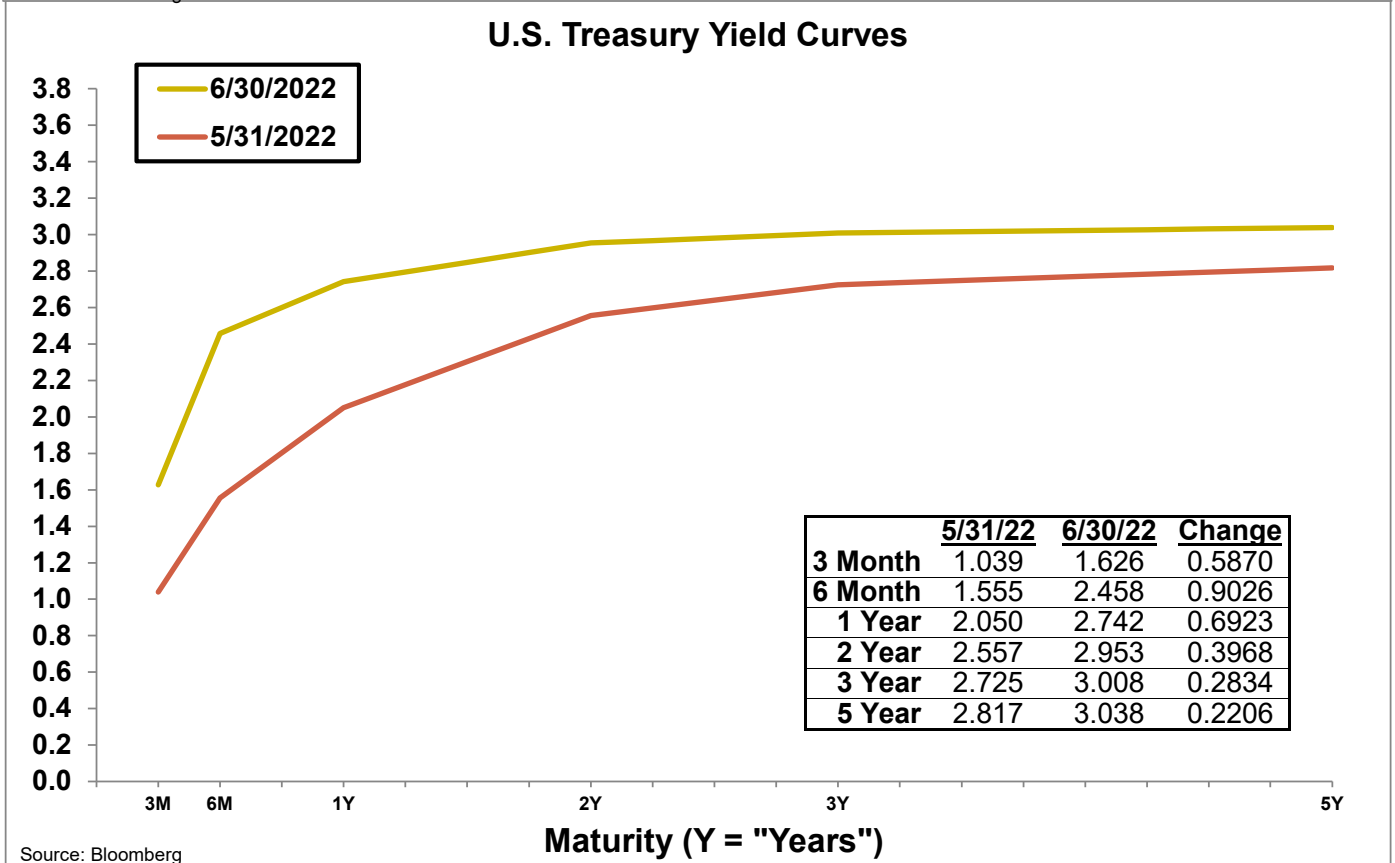
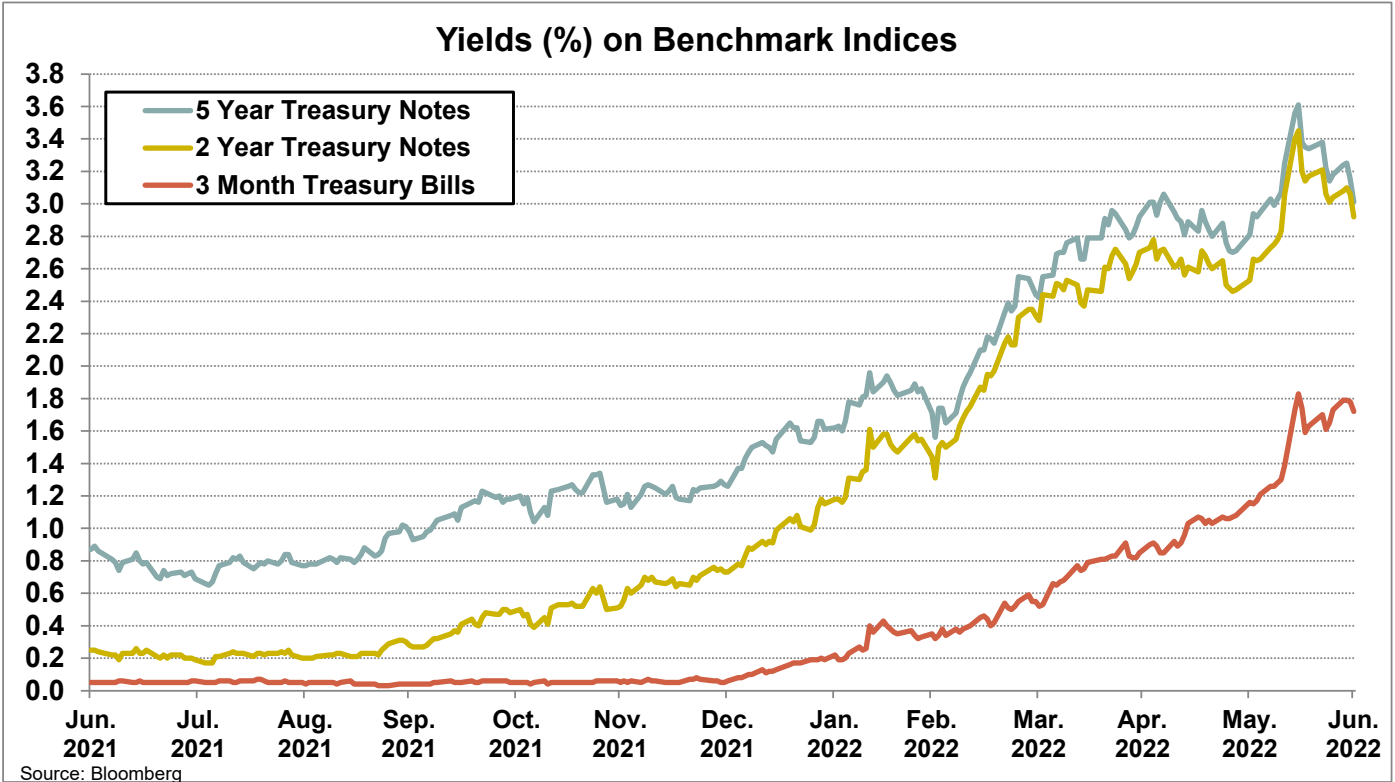
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$ 4,475.0	\$ 4,482.7	\$ 4,253.4	
Federal Agencies	4,760.3	4,761.8	4,590.1	
Public Time Deposits	40.0	40.0	40.0	
Negotiable CDs	1,960.0	1,960.0	1,953.3	
Commercial Paper	680.0	676.9	677.9	
Money Market Funds	2,440.7	2,440.7	2,440.7	
Supranationals	588.5	596.2	570.7	
Total	\$ 14,944.6	\$ 14,958.3	\$ 14,526.2	



Portfolio Analysis

Pooled Fund





Investment Inventory

Pooled Fund

As of June 30, 2022

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Book Value	Amortized	
			Settle Date	Date				Book Value	Market Value
U.S. Treasuries	912828YA2	US TREASURY	3/30/2021	8/15/2022	1.50	\$ 100,000,000	\$ 101,933,594	\$ 100,172,986	\$ 100,006,000
U.S. Treasuries	91282CAG6	US TREASURY	3/30/2021	8/31/2022	0.13	50,000,000	50,019,531	50,002,296	49,880,500
U.S. Treasuries	912796U56	TREASURY BILL	3/29/2022	9/22/2022	0.00	50,000,000	49,759,821	49,887,374	49,813,250
U.S. Treasuries	912796U64	TREASURY BILL	3/31/2022	9/29/2022	0.00	50,000,000	49,734,584	49,868,750	49,795,000
U.S. Treasuries	912796M89	TREASURY BILL	4/7/2022	10/6/2022	0.00	50,000,000	49,719,417	49,850,458	49,766,300
U.S. Treasuries	912796V63	TREASURY BILL	4/21/2022	10/20/2022	0.00	50,000,000	49,684,028	49,807,292	49,705,750
U.S. Treasuries	912828TY6	US TREASURY	4/8/2021	11/15/2022	1.63	50,000,000	51,201,172	50,280,820	49,875,000
U.S. Treasuries	912796P94	TREASURY BILL	12/13/2021	12/1/2022	0.00	50,000,000	49,878,019	49,947,130	49,531,700
U.S. Treasuries	912828Z86	US TREASURY	8/17/2021	2/15/2023	1.38	50,000,000	50,923,828	50,386,758	49,603,500
U.S. Treasuries	912828Z86	US TREASURY	3/3/2022	2/15/2023	1.38	50,000,000	50,196,402	50,108,933	49,603,500
U.S. Treasuries	912828ZD5	US TREASURY	3/18/2021	3/15/2023	0.50	50,000,000	50,335,938	50,118,756	49,224,500
U.S. Treasuries	91282CBU4	US TREASURY	5/4/2021	3/31/2023	0.13	50,000,000	49,972,656	49,989,275	49,025,500
U.S. Treasuries	912828ZU7	US TREASURY	3/12/2021	6/15/2023	0.25	50,000,000	50,066,406	50,028,092	48,748,000
U.S. Treasuries	912828ZU7	US TREASURY	4/8/2021	6/15/2023	0.25	50,000,000	50,072,266	50,072,605	48,748,000
U.S. Treasuries	912828ZU7	US TREASURY	6/24/2021	6/15/2023	0.25	50,000,000	49,998,047	49,999,055	48,748,000
U.S. Treasuries	912828S35	US TREASURY	1/9/2020	6/30/2023	1.38	50,000,000	49,605,469	49,886,743	49,248,000
U.S. Treasuries	912828S35	US TREASURY	6/24/2021	6/30/2023	1.38	50,000,000	51,138,672	50,563,148	49,248,000
U.S. Treasuries	91282CCK5	US TREASURY	6/30/2021	6/30/2023	0.13	50,000,000	49,865,234	49,932,802	48,638,500
U.S. Treasuries	912828S92	US TREASURY	4/1/2021	7/31/2023	1.25	50,000,000	51,220,703	50,566,601	49,119,000
U.S. Treasuries	912828S92	US TREASURY	4/1/2021	7/31/2023	1.25	50,000,000	51,218,750	50,565,695	49,119,000
U.S. Treasuries	91282CAK7	US TREASURY	8/10/2021	9/15/2023	0.13	50,000,000	49,886,719	49,934,782	48,351,500
U.S. Treasuries	912828WE6	US TREASURY	12/17/2019	11/15/2023	2.75	50,000,000	51,960,938	50,688,867	49,877,000
U.S. Treasuries	91282CBA8	US TREASURY	3/19/2021	12/15/2023	0.13	50,000,000	49,767,578	49,876,475	48,010,000
U.S. Treasuries	91282CBA8	US TREASURY	12/9/2021	12/15/2023	0.13	50,000,000	49,402,344	49,567,998	48,010,000
U.S. Treasuries	91282CBA8	US TREASURY	12/15/2021	12/15/2023	0.13	50,000,000	49,443,359	49,594,339	48,010,000
U.S. Treasuries	9128285Z9	US TREASURY	10/4/2021	1/31/2024	2.50	50,000,000	52,511,719	51,712,939	48,658,000
U.S. Treasuries	91282CDV0	US TREASURY	2/23/2022	1/31/2024	0.88	50,000,000	49,418,422	49,500,950	48,416,000
U.S. Treasuries	91282CDV0	US TREASURY	4/11/2022	1/31/2024	0.88	50,000,000	48,690,068	48,776,616	48,416,000
U.S. Treasuries	912828B66	US TREASURY	4/11/2022	2/15/2024	2.75	50,000,000	50,458,909	50,220,000	49,859,500
U.S. Treasuries	91282CBR1	US TREASURY	3/8/2022	3/15/2024	0.25	50,000,000	48,708,984	48,910,159	47,777,500
U.S. Treasuries	91282CCC3	US TREASURY	7/2/2021	5/15/2024	0.25	50,000,000	49,718,750	49,816,436	47,560,500
U.S. Treasuries	912828XT2	US TREASURY	7/6/2021	5/31/2024	2.00	50,000,000	52,263,672	51,494,878	49,136,500
U.S. Treasuries	91282CCL3	US TREASURY	8/6/2021	7/15/2024	0.38	50,000,000	49,998,047	49,998,645	47,469,000
U.S. Treasuries	91282CCL3	US TREASURY	8/9/2021	7/15/2024	0.38	50,000,000	49,960,938	49,972,828	47,469,000
U.S. Treasuries	91282CCL3	US TREASURY	4/12/2022	7/15/2024	0.38	50,000,000	47,617,328	47,807,682	47,469,000
U.S. Treasuries	912828Y87	US TREASURY	3/30/2021	7/31/2024	1.75	50,000,000	52,210,938	51,380,249	48,787,000
U.S. Treasuries	91282CCT6	US TREASURY	8/25/2021	8/15/2024	0.38	50,000,000	49,898,438	49,927,429	47,342,000
U.S. Treasuries	912828YM6	US TREASURY	4/15/2021	10/31/2024	1.50	50,000,000	51,746,094	51,150,130	48,347,500
U.S. Treasuries	912828G38	US TREASURY	3/9/2021	11/15/2024	2.25	50,000,000	53,160,156	52,036,389	49,181,500
U.S. Treasuries	912828G38	US TREASURY	3/12/2021	11/15/2024	2.25	50,000,000	53,228,516	52,085,083	49,181,500
U.S. Treasuries	912828YY0	US TREASURY	3/15/2021	12/31/2024	1.75	50,000,000	52,226,563	51,467,252	48,502,000
U.S. Treasuries	912828Z52	US TREASURY	3/30/2021	1/31/2025	1.38	50,000,000	51,515,625	51,020,859	48,000,000
U.S. Treasuries	912828Z52	US TREASURY	4/15/2021	1/31/2025	1.38	50,000,000	51,507,813	51,027,313	48,000,000
U.S. Treasuries	912828ZC7	US TREASURY	3/15/2021	2/28/2025	1.13	50,000,000	51,011,719	50,680,776	47,636,500
U.S. Treasuries	912828ZC7	US TREASURY	3/31/2021	2/28/2025	1.13	50,000,000	50,998,047	50,679,091	47,636,500
U.S. Treasuries	912828ZF0	US TREASURY	4/15/2021	3/31/2025	0.50	50,000,000	49,779,297	49,846,759	46,713,000
U.S. Treasuries	912828ZF0	US TREASURY	4/19/2021	3/31/2025	0.50	50,000,000	49,839,844	49,888,490	46,713,000
U.S. Treasuries	912828ZL7	US TREASURY	5/18/2021	4/30/2025	0.38	50,000,000	49,615,234	49,724,291	46,453,000
U.S. Treasuries	912828XB1	US TREASURY	9/2/2021	5/15/2025	2.13	50,000,000	52,849,609	52,212,613	48,824,000

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	912828ZW3	US TREASURY	3/8/2021	6/30/2025		0.25	50,000,000	49,140,625	49,402,530	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	3/9/2021	6/30/2025		0.25	50,000,000	49,042,969	49,334,213	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	5/12/2021	6/30/2025		0.25	50,000,000	49,281,250	49,478,787	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	5/13/2021	6/30/2025		0.25	50,000,000	49,183,594	49,407,578	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	5/18/2021	6/30/2025		0.25	50,000,000	49,253,906	49,456,800	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	7/12/2021	6/30/2025		0.25	50,000,000	49,310,547	49,478,985	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	8/5/2021	6/30/2025		0.25	50,000,000	49,500,000	49,615,789	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	8/6/2021	6/30/2025		0.25	50,000,000	49,406,250	49,543,430	46,086,000
U.S. Treasuries	912828ZW3	US TREASURY	12/7/2021	6/30/2025		0.25	50,000,000	48,628,906	48,846,005	46,086,000
U.S. Treasuries	91282CAB7	US TREASURY	8/5/2021	7/31/2025		0.25	50,000,000	49,458,984	49,581,605	45,959,000
U.S. Treasuries	91282CAB7	US TREASURY	8/6/2021	7/31/2025		0.25	50,000,000	49,363,281	49,507,254	45,959,000
U.S. Treasuries	91282CAM3	US TREASURY	5/12/2021	9/30/2025		0.25	50,000,000	49,109,375	49,340,092	45,732,500
U.S. Treasuries	91282CAM3	US TREASURY	7/26/2021	9/30/2025		0.25	50,000,000	49,281,250	49,441,286	45,732,500
U.S. Treasuries	91282CAT8	US TREASURY	2/25/2021	10/31/2025		0.25	50,000,000	49,298,828	49,500,277	45,615,500
U.S. Treasuries	91282CAT8	US TREASURY	3/2/2021	10/31/2025		0.25	50,000,000	49,078,125	49,371,054	45,615,500
U.S. Treasuries	91282CAT8	US TREASURY	3/4/2021	10/31/2025		0.25	50,000,000	49,048,828	49,319,314	45,615,500
U.S. Treasuries	91282CBC4	US TREASURY	2/25/2021	12/31/2025		0.38	50,000,000	49,455,078	49,606,240	45,623,000
U.S. Treasuries	91282CBC4	US TREASURY	2/26/2021	12/31/2025		0.38	50,000,000	49,271,484	49,473,278	45,623,000
U.S. Treasuries	91282CBW0	US TREASURY	6/28/2021	4/30/2026		0.75	50,000,000	49,662,109	49,732,479	45,949,500
U.S. Treasuries	91282CBW0	US TREASURY	7/2/2021	4/30/2026		0.75	50,000,000	49,730,469	49,786,118	45,894,500
U.S. Treasuries	912828R36	US TREASURY	7/23/2021	5/15/2026		1.63	50,000,000	52,203,125	51,773,033	47,443,500
U.S. Treasuries	912828R36	US TREASURY	8/27/2021	5/15/2026		1.63	50,000,000	51,890,625	51,552,464	47,443,500
U.S. Treasuries	91282CCJ8	US TREASURY	7/2/2021	6/30/2026		0.88	50,000,000	49,931,641	49,945,283	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/14/2021	6/30/2026		0.88	50,000,000	50,070,313	50,056,654	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/22/2021	6/30/2026		0.88	50,000,000	50,345,703	50,279,782	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	7/22/2021	6/30/2026		0.88	50,000,000	50,328,125	50,265,556	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	8/6/2021	6/30/2026		0.88	50,000,000	50,406,250	50,331,540	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	8/10/2021	6/30/2026		0.88	50,000,000	50,240,234	50,196,494	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	9/24/2021	6/30/2026		0.88	50,000,000	49,937,500	49,947,557	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	10/14/2021	6/30/2026		0.88	50,000,000	49,593,750	49,655,160	45,963,000
U.S. Treasuries	91282CCJ8	US TREASURY	1/4/2022	6/30/2026		0.88	50,000,000	49,027,344	49,133,041	45,963,000
U.S. Treasuries	91282CCW9	US TREASURY	9/28/2021	8/31/2026		0.75	50,000,000	49,449,219	49,533,766	45,576,000
U.S. Treasuries	91282CC22	US TREASURY	10/8/2021	9/30/2026		0.88	50,000,000	49,689,453	49,734,891	45,730,450
U.S. Treasuries	91282CC22	US TREASURY	10/8/2021	9/30/2026		0.88	50,000,000	49,671,875	49,719,884	45,730,450
U.S. Treasuries	91282CC22	US TREASURY	10/19/2021	9/30/2026		0.88	50,000,000	49,318,359	49,414,551	45,730,450
U.S. Treasuries	91282CDK4	US TREASURY	12/3/2021	11/30/2026		1.25	50,000,000	50,072,266	50,063,941	46,361,350
U.S. Treasuries	91282CDK4	US TREASURY	12/7/2021	11/30/2026		1.25	50,000,000	50,117,188	50,103,916	46,361,350
U.S. Treasuries	91282CDK4	US TREASURY	3/29/2022	11/30/2026		1.25	50,000,000	47,078,125	47,239,025	46,361,350
U.S. Treasuries	91282CDQ1	US TREASURY	3/29/2022	12/31/2026		1.25	50,000,000	47,107,422	47,263,867	46,283,000
U.S. Treasuries	91282CEF4	US TREASURY	4/6/2022	3/31/2027		2.50	25,000,000	24,768,058	24,769,257	24,427,725
Subtotals						0.83	\$ 4,475,000,000	\$ 4,482,692,634	\$ 4,473,167,660	\$ 4,253,408,625
Federal Agencies	313385F92	FED HOME LN DISCOUNT NT	5/10/2022	9/16/2022		0.00	\$ 25,000,000	\$ 24,899,667	\$ 24,940,111	\$ 24,898,500
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	3/18/2020	9/20/2022		1.85	25,000,000	25,718,750	25,063,558	25,018,000
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	4/3/2020	10/3/2022		0.70	40,000,000	39,990,000	39,998,970	39,915,200
Federal Agencies	3133EMS45	FEDERAL FARM CREDIT BANK	7/14/2021	12/14/2022		0.11	50,000,000	49,992,900	49,997,725	49,361,500
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANK	5/18/2021	1/19/2023		0.14	60,000,000	59,987,400	59,995,834	59,218,800
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	3/25/2020	1/23/2023		1.60	10,140,000	10,384,141	10,388,639	10,077,132
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANK	3/3/2022	2/3/2023		0.13	45,500,000	45,101,055	45,240,060	44,835,700
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANK	3/7/2022	2/6/2023		2.14	44,400,000	44,908,503	44,679,376	44,273,460

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity			Par Value	Book Value	Amortized		Market Value
			Settle Date	Date	Coupon			Book Value	Market Value	
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANK	11/12/2021	2/10/2023	0.16	50,000,000	49,899,789	49,950,665	49,300,834	
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANK	3/31/2021	3/23/2023	0.13	65,000,000	64,955,150	64,983,538	63,815,700	
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	4/13/2021	4/13/2023	0.13	20,000,000	19,973,600	19,989,657	19,589,800	
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	4/13/2021	4/13/2023	0.13	25,000,000	24,967,000	24,987,071	24,487,250	
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	4/13/2021	4/13/2023	0.13	50,000,000	49,934,000	49,974,142	48,974,500	
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANK	5/5/2021	4/27/2023	0.13	44,500,000	44,462,233	44,484,307	43,505,870	
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	5/10/2021	5/10/2023	0.13	12,500,000	12,484,000	12,493,140	12,213,250	
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	5/10/2021	5/10/2023	0.13	25,000,000	24,968,000	24,986,279	24,426,500	
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	5/10/2021	5/10/2023	0.13	75,000,000	74,904,000	74,958,838	73,279,500	
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANK	6/4/2021	6/2/2023	0.13	15,000,000	14,986,200	14,993,631	14,617,050	
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANK	6/2/2021	6/2/2023	0.13	100,000,000	99,938,000	99,971,463	97,497,000	
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANK	6/28/2021	6/14/2023	0.13	50,000,000	49,864,850	49,934,313	48,685,500	
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	12/14/2021	6/26/2023	0.20	48,067,000	47,826,184	47,911,913	46,768,710	
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	8/26/2021	6/26/2023	0.20	50,000,000	49,979,892	49,989,179	48,649,500	
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	7/14/2021	7/14/2023	0.13	50,000,000	49,927,791	49,962,609	48,590,500	
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	7/14/2021	7/14/2023	0.13	50,000,000	49,907,253	49,951,975	48,590,500	
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANK	11/24/2021	7/24/2023	0.45	50,000,000	49,996,500	49,997,763	48,864,512	
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANK	8/10/2021	8/10/2023	0.16	50,000,000	49,970,000	49,983,356	48,518,000	
Federal Agencies	3137EAEV7	FREDDIE MAC	12/6/2021	8/24/2023	0.25	40,776,000	40,542,761	40,619,887	39,564,137	
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANK	12/14/2021	9/8/2023	0.13	20,975,000	20,806,361	20,859,377	20,288,069	
Federal Agencies	3135G0U43	FANNIE MAE	12/9/2021	9/12/2023	2.88	29,648,000	30,793,302	30,429,374	29,660,156	
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANK	9/27/2021	9/27/2023	0.17	50,000,000	49,950,000	49,968,973	48,365,500	
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANK	12/3/2021	12/1/2023	0.50	25,000,000	24,963,750	24,974,207	24,173,499	
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANK	12/3/2021	12/1/2023	0.50	25,000,000	24,963,750	24,974,207	24,173,499	
Federal Agencies	3133ENGf1	FEDERAL FARM CREDIT BANK	12/3/2021	12/1/2023	0.50	75,000,000	74,891,250	74,922,620	72,520,496	
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	12/10/2021	12/8/2023	2.25	10,000,000	10,301,000	10,217,067	9,887,100	
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	12/10/2021	12/8/2023	2.25	30,000,000	30,903,000	30,651,202	29,661,300	
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	12/20/2021	12/20/2023	0.68	25,000,000	24,987,600	24,990,878	24,163,000	
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	12/20/2021	12/20/2023	0.68	25,000,000	24,988,000	24,991,173	24,163,000	
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	12/20/2021	12/20/2023	0.68	62,000,000	61,970,488	61,978,290	59,924,240	
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	3/3/2022	1/18/2024	0.90	11,856,000	11,752,153	11,759,314	11,512,787	
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	2/1/2022	1/18/2024	0.90	50,000,000	49,717,250	49,763,640	48,552,579	
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANK	11/12/2021	2/13/2024	2.50	39,010,000	40,648,810	40,188,828	38,749,413	
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	3/18/2020	2/14/2024	1.43	20,495,000	20,950,604	20,684,197	20,048,414	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024	0.25	5,000,000	4,998,200	4,999,005	4,794,250	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024	0.25	5,000,000	4,998,200	4,999,005	4,794,250	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	2/26/2021	2/26/2024	0.25	100,000,000	99,964,000	99,980,110	95,885,000	
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	3/25/2022	2/28/2024	2.13	11,000,000	10,987,460	10,989,203	10,858,100	
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	3/25/2022	2/28/2024	2.13	25,000,000	24,971,500	24,975,462	24,677,500	
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	3/18/2021	3/18/2024	0.30	50,000,000	49,939,500	49,965,444	47,925,000	
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	3/18/2021	3/18/2024	0.30	50,000,000	49,939,450	49,965,416	47,925,000	
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024	0.35	16,545,000	16,549,633	16,547,825	15,832,407	
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024	0.35	29,424,000	29,432,239	29,429,024	28,156,708	
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	5/4/2021	4/22/2024	0.35	39,000,000	39,010,920	39,006,659	37,320,270	
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANK	5/16/2022	5/16/2024	2.63	45,000,000	44,939,250	44,943,073	44,737,200	
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANK	5/16/2022	5/16/2024	2.63	50,000,000	49,932,500	49,936,748	49,708,000	
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANK	6/10/2022	6/10/2024	2.63	100,000,000	99,871,000	99,874,706	99,298,000	
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	5/18/2022	6/14/2024	2.88	15,955,000	16,008,449	16,005,347	15,910,486	
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	5/18/2022	6/14/2024	2.88	17,980,000	18,043,829	18,040,124	17,929,836	
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	5/12/2022	6/14/2024	2.88	25,500,000	25,552,530	25,549,092	25,428,855	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	5/16/2022	6/14/2024		2.88	50,000,000	50,204,000	50,191,653	49,860,500
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANK	6/17/2022	6/17/2024		3.25	25,000,000	24,970,500	24,971,065	25,115,590
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANK	6/17/2022	6/17/2024		3.25	25,000,000	24,970,750	24,971,310	25,115,590
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANK	6/17/2022	6/17/2024		3.25	50,000,000	49,970,000	49,970,575	50,231,179
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANK	6/28/2022	6/28/2024		3.10	25,000,000	24,987,500	24,987,551	25,043,723
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANK	6/28/2022	6/28/2024		3.10	25,000,000	24,986,500	24,986,555	25,043,723
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANK	6/28/2022	6/28/2024		3.10	50,000,000	49,973,000	49,973,111	50,087,446
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANK	8/6/2021	7/23/2024		0.45	50,000,000	50,092,000	50,064,026	47,493,500
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	9/23/2021	9/23/2024		0.43	25,000,000	24,974,750	24,981,224	23,673,750
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	9/23/2021	9/23/2024		0.43	50,000,000	49,949,500	49,962,448	47,347,500
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	9/23/2021	9/23/2024		0.43	50,000,000	49,949,500	49,962,448	47,347,500
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,990,861	9,510,300
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,990,861	9,510,300
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	11/18/2021	11/18/2024		0.88	50,000,000	49,942,500	49,954,304	47,551,500
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	12/3/2019	12/3/2024		1.63	25,000,000	24,960,000	24,960,602	24,960,250
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	12/9/2021	12/9/2024		0.92	50,000,000	49,985,000	49,987,792	47,610,697
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	12/9/2021	12/9/2024		0.92	50,000,000	49,963,000	49,969,887	47,610,697
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	1/11/2022	1/6/2025		1.13	20,000,000	19,955,000	19,962,053	19,108,400
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	1/11/2022	1/6/2025		1.13	25,000,000	24,943,750	24,952,566	23,885,500
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	1/11/2022	1/6/2025		1.13	25,000,000	24,943,750	24,952,566	23,885,500
Federal Agencies	3135G0X24	FANNIE MAE	4/21/2021	1/7/2025		1.63	39,060,000	40,632,556	40,127,298	37,746,412
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,997,981	4,810,300
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,997,981	4,810,300
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,997,981	4,810,300
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	15,000,000	14,988,450	14,993,943	14,430,900
Federal Agencies	3137EAEP0	FREDDIE MAC	2/14/2020	2/12/2025		1.50	50,000,000	49,961,500	49,979,811	48,103,000
Federal Agencies	3137EAEP0	FREDDIE MAC	4/21/2021	2/12/2025		1.50	53,532,000	55,450,052	54,849,714	51,500,996
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025		1.21	16,000,000	15,990,720	15,994,985	15,240,800
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	3/23/2020	3/3/2025		1.21	24,000,000	23,964,240	23,980,675	22,861,200
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANK	4/21/2021	4/21/2025		0.60	50,000,000	49,973,500	49,981,408	46,727,500
Federal Agencies	3135G03U5	FANNIE MAE	12/8/2021	4/22/2025		0.63	37,938,000	37,367,792	37,462,749	35,508,450
Federal Agencies	3135G03U5	FANNIE MAE	7/12/2021	4/22/2025		0.63	50,000,000	50,108,000	50,080,296	46,798,000
Federal Agencies	3135G03U5	FANNIE MAE	12/8/2021	4/22/2025		0.63	50,000,000	49,243,950	49,369,856	46,798,000
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANK	5/23/2022	5/23/2025		2.85	6,000,000	5,991,600	5,991,899	5,960,442
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANK	5/23/2022	5/23/2025		2.85	20,000,000	19,972,000	19,972,996	19,868,140
Federal Agencies	3133ENYQ7	FEDERAL FARM CREDIT BANK	6/13/2022	6/13/2025		2.95	50,000,000	49,975,500	49,975,902	49,875,854
Federal Agencies	3135G04Z3	FANNIE MAE	12/8/2021	6/17/2025		0.50	4,655,000	4,556,640	4,572,307	4,322,214
Federal Agencies	3135G04Z3	FANNIE MAE	12/8/2021	6/17/2025		0.50	10,000,000	9,789,600	9,823,114	9,285,100
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANK	7/12/2021	6/30/2025		0.70	17,680,000	17,734,631	17,721,284	16,501,451
Federal Agencies	3135G05X7	FANNIE MAE	3/4/2021	8/25/2025		0.38	25,000,000	24,684,250	24,777,720	22,984,250
Federal Agencies	3135G05X7	FANNIE MAE	2/25/2021	8/25/2025		0.38	72,500,000	71,862,000	72,052,778	66,654,325
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANK	11/2/2021	9/12/2025		1.75	10,295,000	10,575,333	10,527,418	9,889,480
Federal Agencies	3137EAEX3	FREDDIE MAC	3/4/2021	9/23/2025		0.38	22,600,000	22,295,352	22,383,964	20,745,670
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	11/17/2021	11/17/2025		1.05	39,675,000	39,622,232	39,630,395	37,160,910
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	11/17/2021	11/17/2025		1.05	55,000,000	54,923,000	54,934,911	51,514,809
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	12/16/2021	12/16/2025		1.17	45,000,000	44,954,100	44,960,289	42,282,000
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	12/16/2021	12/16/2025		1.17	50,000,000	49,949,000	49,955,877	46,980,000
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANK	8/9/2021	4/6/2026		0.69	15,500,000	15,458,150	15,458,171	14,209,470
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANK	4/8/2022	4/8/2026		2.64	20,000,000	19,961,200	19,963,431	19,676,148
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANK	4/8/2022	4/8/2026		2.64	30,000,000	29,941,800	29,945,146	29,514,221

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,312,500
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,312,500
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,312,500
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,312,500
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,222,500
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,222,500
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,222,500
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,222,500
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,355,006
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,355,006
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,355,006
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,355,006
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,153,724
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,153,724
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,153,724
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,153,724
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,527,750
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,527,750
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,527,750
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,527,750
Federal Agencies	3130AQL71	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,687,458
Federal Agencies	3130AQL71	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,687,458
Federal Agencies	3130AQL71	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,687,458
Federal Agencies	3130AQL71	FEDERAL HOME LOAN BANK	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,687,458
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,663,743
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,663,743
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,663,743
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,663,743
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,257,500
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,257,500
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,257,500
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,257,500
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANK	3/16/2022	3/10/2027		1.68	48,573,000	47,445,621	47,499,100	45,589,161
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANK	4/6/2022	4/5/2027		2.60	22,500,000	22,393,963	22,397,411	22,000,950
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANK	4/6/2022	4/5/2027		2.60	24,500,000	24,378,779	24,382,806	23,956,590
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANK	4/6/2022	4/5/2027		2.60	25,000,000	24,805,806	24,813,236	24,445,500
Subtotals						1.12	\$ 4,760,279,000	\$ 4,761,833,362	\$ 4,760,113,882	\$ 4,590,100,526
Public Time Deposits	PPE4E8VT6	BANK OF SAN FRANCISCO	3/21/2022	9/19/2022		0.81	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPEEE5T97	BRIDGE BANK	3/21/2022	9/19/2022		0.81	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPFT6Q6D2	BANK OF SAN FRANCISCO	6/6/2022	12/5/2022		1.64	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPFR6ZB99	BRIDGE BANK	6/20/2022	12/19/2022		2.39	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals						1.41	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Negotiable CDs	06367CQB6	BANK OF MONTREAL CHICAGO	12/17/2021	7/1/2022	0.33	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 49,998,260	
Negotiable CDs	89114WJ89	TORONTO DOMINION BANK NY	10/19/2021	7/1/2022	0.21	50,000,000	50,000,000	50,000,000	49,998,094	
Negotiable CDs	06417MUM5	BANK OF NOVA SCOTIA HOUS	12/13/2021	7/6/2022	0.31	100,000,000	100,000,000	100,000,000	99,978,794	
Negotiable CDs	06367CKG1	BANK OF MONTREAL CHICAGO	8/25/2021	7/18/2022	0.18	50,000,000	50,000,000	50,000,000	49,964,967	
Negotiable CDs	06367CKN6	BANK OF MONTREAL CHICAGO	8/30/2021	7/18/2022	0.18	50,000,000	50,000,000	50,000,000	49,964,968	
Negotiable CDs	06417MSJ5	BANK OF NOVA SCOTIA HOUS	11/2/2021	8/1/2022	0.24	50,000,000	50,000,000	50,000,000	49,940,416	
Negotiable CDs	06367CTZ0	BANK OF MONTREAL CHICAGO	4/11/2022	8/17/2022	1.17	50,000,000	50,000,000	50,000,000	49,972,451	
Negotiable CDs	06367CST5	BANK OF MONTREAL CHICAGO	3/2/2022	8/29/2022	0.83	50,000,000	50,000,000	50,000,000	49,937,301	
Negotiable CDs	78012U3T0	ROYAL BANK OF CANADA NY	2/28/2022	8/29/2022	0.80	50,000,000	50,000,000	50,000,000	49,934,815	
Negotiable CDs	06367CSP3	BANK OF MONTREAL CHICAGO	2/28/2022	9/12/2022	0.82	50,000,000	50,000,000	50,000,000	49,921,692	
Negotiable CDs	78012U3V5	ROYAL BANK OF CANADA NY	3/1/2022	9/12/2022	0.85	50,000,000	50,000,000	50,000,000	49,924,753	
Negotiable CDs	78012U4G7	ROYAL BANK OF CANADA NY	3/15/2022	9/22/2022	1.42	50,000,000	50,000,000	50,000,000	49,980,627	
Negotiable CDs	78012U4H5	ROYAL BANK OF CANADA NY	3/15/2022	9/26/2022	1.44	50,000,000	50,000,000	50,000,000	49,982,132	
Negotiable CDs	78012UW84	ROYAL BANK OF CANADA NY	10/26/2021	9/26/2022	0.28	50,000,000	50,000,000	50,000,000	49,841,353	
Negotiable CDs	06367CTT4	BANK OF MONTREAL CHICAGO	4/4/2022	9/28/2022	1.42	50,000,000	50,000,000	50,000,000	49,979,404	
Negotiable CDs	78012UW68	ROYAL BANK OF CANADA NY	10/25/2021	10/24/2022	0.30	50,000,000	50,000,000	50,000,000	49,709,661	
Negotiable CDs	89114WU52	TORONTO DOMINION BANK NY	4/4/2022	10/24/2022	1.50	50,000,000	50,000,000	50,000,000	49,901,162	
Negotiable CDs	96130ALC0	WESTPAC BANKING CORP NY	10/27/2021	10/24/2022	0.30	50,000,000	50,000,000	50,000,000	49,709,666	
Negotiable CDs	78012U2E4	ROYAL BANK OF CANADA NY	12/2/2021	12/2/2022	0.48	50,000,000	50,000,000	50,000,000	49,650,996	
Negotiable CDs	89114WM36	TORONTO DOMINION BANK NY	12/2/2021	12/2/2022	0.48	50,000,000	50,000,000	50,000,000	49,650,996	
Negotiable CDs	06367CPS0	BANK OF MONTREAL CHICAGO	12/8/2021	12/7/2022	0.52	50,000,000	50,000,000	50,000,000	49,648,581	
Negotiable CDs	89114WP58	TORONTO DOMINION BANK NY	1/6/2022	12/30/2022	0.57	60,000,000	60,000,000	60,000,000	59,306,197	
Negotiable CDs	89114WVW3	TORONTO DOMINION BANK NY	5/9/2022	1/4/2023	2.26	50,000,000	50,000,000	50,000,000	49,840,664	
Negotiable CDs	06367CTW7	BANK OF MONTREAL CHICAGO	4/6/2022	1/13/2023	1.92	50,000,000	50,000,000	50,000,000	49,740,584	
Negotiable CDs	89114WU94	TORONTO DOMINION BANK NY	4/6/2022	1/13/2023	1.92	50,000,000	50,000,000	50,000,000	49,740,584	
Negotiable CDs	06367CUZ8	BANK OF MONTREAL CHICAGO	5/12/2022	1/18/2023	2.28	50,000,000	50,000,000	50,000,000	49,834,637	
Negotiable CDs	89114WVX9	TORONTO DOMINION BANK NY	5/9/2022	1/24/2023	2.36	50,000,000	50,000,000	50,000,000	49,852,290	
Negotiable CDs	78012U5C5	ROYAL BANK OF CANADA NY	4/14/2022	1/27/2023	2.00	50,000,000	50,000,000	50,000,000	49,745,721	
Negotiable CDs	06367CSR9	BANK OF MONTREAL CHICAGO	3/1/2022	1/30/2023	1.18	50,000,000	50,000,000	50,000,000	49,502,794	
Negotiable CDs	89114WQL2	TORONTO DOMINION BANK NY	2/3/2022	1/30/2023	0.95	50,000,000	50,000,000	50,000,000	49,435,653	
Negotiable CDs	06367CSM0	BANK OF MONTREAL CHICAGO	2/28/2022	2/13/2023	1.35	50,000,000	50,000,000	50,000,000	49,523,176	
Negotiable CDs	89114WRW7	TORONTO DOMINION BANK NY	2/28/2022	2/13/2023	1.35	50,000,000	50,000,000	50,000,000	49,523,176	
Negotiable CDs	89114WUU7	TORONTO DOMINION BANK NY	4/12/2022	2/27/2023	2.16	100,000,000	100,000,000	100,000,000	99,522,784	
Negotiable CDs	06367CV46	BANK OF MONTREAL CHICAGO	5/17/2022	3/27/2023	2.60	50,000,000	50,000,000	50,000,000	49,897,536	
Negotiable CDs	78012U5Z4	ROYAL BANK OF CANADA NY	5/24/2022	3/27/2023	2.58	50,000,000	50,000,000	50,000,000	49,890,748	
Negotiable CDs	78012U6W0	ROYAL BANK OF CANADA NY	6/21/2022	6/15/2023	3.71	50,000,000	50,000,000	50,000,000	50,182,206	
Negotiable CDs	78012U7H2	ROYAL BANK OF CANADA NY	6/28/2022	6/15/2023	3.68	50,000,000	50,000,000	50,000,000	50,169,209	
Subtotals					1.26	\$ 1,960,000,000	\$ 1,960,000,000	\$ 1,960,000,000	\$ 1,953,299,041	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Book Value	Amortized	
				Date					Book Value	Market Value
Commercial Paper	62479MG15	MUFG BANK LTD NY	2/23/2022	7/1/2022	0.00	\$ 50,000,000	\$ 49,884,444	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000
Commercial Paper	89233HG16	TOYOTA MOTOR CREDIT CORP	11/19/2021	7/1/2022	0.00	50,000,000	49,925,333	50,000,000	50,000,000	50,000,000
Commercial Paper	62479MGL1	MUFG BANK LTD NY	2/28/2022	7/20/2022	0.00	50,000,000	49,867,861	49,982,319	49,982,319	49,957,250
Commercial Paper	62479MGN7	MUFG BANK LTD NY	3/1/2022	7/22/2022	0.00	50,000,000	49,860,972	49,979,583	49,979,583	49,952,750
Commercial Paper	89233HH15	TOYOTA MOTOR CREDIT CORP	11/4/2021	8/1/2022	0.00	50,000,000	49,906,250	49,989,236	49,989,236	49,930,250
Commercial Paper	62479MH30	MUFG BANK LTD NY	3/28/2022	8/3/2022	0.00	50,000,000	49,786,667	49,945,000	49,945,000	49,925,750
Commercial Paper	62479MH55	MUFG BANK LTD NY	4/6/2022	8/5/2022	0.00	50,000,000	49,808,417	49,944,583	49,944,583	49,921,250
Commercial Paper	62479MHQ9	MUFG BANK LTD NY	4/12/2022	8/24/2022	0.00	50,000,000	49,776,667	49,910,000	49,910,000	49,878,500
Commercial Paper	03785EJ62	APPLE INC	5/10/2022	9/6/2022	0.00	40,000,000	39,841,333	39,910,667	39,910,667	39,862,278
Commercial Paper	62479MJE4	MUFG BANK LTD NY	5/10/2022	9/14/2022	0.00	40,000,000	39,774,222	39,866,667	39,866,667	39,845,833
Commercial Paper	62479MKC6	MUFG BANK LTD NY	6/22/2022	10/12/2022	0.00	50,000,000	49,639,111	49,668,111	49,668,111	49,691,000
Commercial Paper	89233HKL7	TOYOTA MOTOR CREDIT CORP	6/23/2022	10/20/2022	0.00	50,000,000	49,611,597	49,637,708	49,637,708	49,667,000
Commercial Paper	89233HKM5	TOYOTA MOTOR CREDIT CORP	6/27/2022	10/21/2022	0.00	50,000,000	49,610,111	49,623,556	49,623,556	49,664,000
Commercial Paper	62479MKS1	MUFG BANK LTD NY	6/27/2022	10/26/2022	0.00	50,000,000	49,588,264	49,601,875	49,601,875	49,649,000
Subtotals					0.00	\$ 680,000,000	\$ 676,881,250	\$ 678,059,306	\$ 678,059,306	\$ 677,944,861
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	6/30/2022	7/1/2022	1.03	\$ 161,563,599	\$ 161,563,599	\$ 161,563,599	\$ 161,563,599	\$ 161,563,599
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	6/30/2022	7/1/2022	1.03	678,592,464	678,592,464	678,592,464	678,592,464	678,592,464
Money Market Funds	31607A703	FIDELITY INST GOV FUND	6/30/2022	7/1/2022	0.97	14,369,461	14,369,461	14,369,461	14,369,461	14,369,461
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PI	6/30/2022	7/1/2022	1.27	306,135,211	306,135,211	306,135,211	306,135,211	306,135,211
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	6/30/2022	7/1/2022	1.07	879,461,896	879,461,896	879,461,896	879,461,896	879,461,896
Money Market Funds	85749T517	STATE ST INST US GOV MM-OPP	6/30/2022	7/1/2022	1.06	400,624,322	400,624,322	400,624,322	400,624,322	400,624,322
Subtotals					1.08	\$ 2,440,746,955	\$ 2,440,746,955	\$ 2,440,746,955	\$ 2,440,746,955	\$ 2,440,746,955
Supranationals	459058ES8	INTL BK RECON & DEVELOP	12/16/2021	10/7/2022	1.88	\$ 64,387,000	\$ 65,187,330	\$ 64,734,262	\$ 64,734,262	\$ 64,422,413
Supranationals	459058JV6	INTL BK RECON & DEVELOP	4/20/2021	4/20/2023	0.13	100,000,000	99,793,000	99,908,410	99,908,410	98,172,000
Supranationals	4581X0CC0	INTER-AMERICAN DEVEL BK	12/15/2021	10/4/2023	3.00	25,756,000	26,837,752	26,561,560	26,561,560	25,945,822
Supranationals	45906M3B5	INTL BK RECON & DEVELOP	3/23/2022	6/14/2024	1.98	100,000,000	100,000,000	100,000,000	100,000,000	98,775,000
Supranationals	459056HV2	INTL BK RECON & DEVELOP	11/2/2021	8/28/2024	1.50	50,000,000	50,984,250	50,782,622	50,782,622	48,743,000
Supranationals	4581X0DZ8	INTER-AMERICAN DEVEL BK	11/4/2021	9/23/2024	0.50	50,000,000	49,595,500	49,675,709	49,675,709	47,553,500
Supranationals	45950VQG4	INTL FINANCE CORP	10/22/2021	9/23/2024	0.44	10,000,000	9,918,700	9,935,615	9,935,615	9,457,000
Supranationals	4581X0CM8	INTER-AMERICAN DEVEL BK	4/26/2021	1/15/2025	2.13	100,000,000	105,676,000	104,002,415	104,002,415	98,447,000
Supranationals	459058JB0	INTL BK RECON & DEVELOP	7/23/2021	4/22/2025	0.63	40,000,000	40,086,000	40,066,337	40,066,337	37,618,400
Supranationals	4581X0DN5	INTER-AMERICAN DEVEL BK	11/1/2021	7/15/2025	0.63	28,900,000	28,519,098	28,578,825	28,578,825	27,014,853
Supranationals	45818WDG8	INTER-AMERICAN DEVEL BK	8/25/2021	2/27/2026	0.82	19,500,000	19,556,907	19,547,233	19,547,233	17,973,345
Subtotals					1.34	\$ 588,543,000	\$ 596,154,538	\$ 593,792,988	\$ 593,792,988	\$ 574,122,333
Grand Totals					1.01	\$ 14,944,568,955	\$ 14,958,308,738	\$ 14,945,880,791	\$ 14,945,880,791	\$ 14,529,622,341

Monthly Investment Earnings

Pooled Fund

For month ended June 30, 2022

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Amort.	Realized	Earned Income
							Date	Earned Interest	Expense	Gain/(Loss)	/Net Earnings
U.S. Treasuries	9128286Y1	US TREASURY	0	1.75	0.0801	4/8/21	6/15/22	33653.85	-32017	0	1636.85
U.S. Treasuries	9128286Y1	US TREASURY	0	1.75	0.0922	4/28/21	6/15/22	33653.85	-31779.66	0.00	1874.19
U.S. Treasuries	912796W39	TREASURY BILL	0	0	0.4808	3/1/22	6/28/22	0	9000	0	9000
U.S. Treasuries	912828XW5	US TREASURY	0	1.75	1.7692	8/15/17	6/30/22	35048.34	365.94	0	35414.28
U.S. Treasuries	912828ZX1	US TREASURY	0	0.125	0.107	3/12/21	6/30/22	5006.91	-715.46	0.00	4291.45
U.S. Treasuries	912828ZX1	US TREASURY	0	0.125	0.0906	3/31/21	6/30/22	5006.91	-1366.33	0.00	3640.58
U.S. Treasuries	912828ZX1	US TREASURY	0	0.125	0.0837	4/8/21	6/30/22	5006.91	-1643.59	0	3363.32
U.S. Treasuries	912828ZX1	US TREASURY	0	0.125	0.0927	4/15/21	6/30/22	5006.91	-1284.37	0	3722.54
U.S. Treasuries	912828ZX1	US TREASURY	0	0.125	0.0926	4/16/21	6/30/22	5006.91	-1287.29	0	3719.62
U.S. Treasuries	912828ZX1	US TREASURY	0	0.125	0.0924	4/19/21	6/30/22	5006.91	-1296.12	0	3710.79
U.S. Treasuries	912828YA2	US TREASURY	100000000	1.5	0.0988	3/30/21	8/15/22	124309.39	-115323.69	0	8985.7
U.S. Treasuries	91282CAG6	US TREASURY	50000000	0.125	0.0974	3/30/21	8/31/22	5095.11	-1128.97	0	3966.14
U.S. Treasuries	912796U56	TREASURY BILL	50000000	0	0.9817	3/29/22	9/22/22	0.00	40708.33	0.00	40708.33
U.S. Treasuries	912796U64	TREASURY BILL	50000000	0	1.0556	3/31/22	9/29/22	0	43749.97	0	43749.97
U.S. Treasuries	912796M89	TREASURY BILL	50000000	0	1.1163	4/7/22	10/6/22	0.00	46250.02	0.00	46250.02
U.S. Treasuries	912796V63	TREASURY BILL	50000000	0	1.2579	4/21/22	10/20/22	0.00	52083.29	0.00	52083.29
U.S. Treasuries	912828TY6	US TREASURY	50000000	1.625	0.1236	4/8/21	11/15/22	66236.41	-61493.44	0	4742.97
U.S. Treasuries	912796P94	TREASURY BILL	50000000	0	0.2494	12/13/21	12/1/22	0.00	10366.67	0.00	10366.67
U.S. Treasuries	912828Z86	US TREASURY	50000000	1.375	0.1371	8/17/21	2/15/23	56975.14	-50666.99	0.00	6308.15
U.S. Treasuries	912828Z86	US TREASURY	50000000	1.375	1.0249	3/3/22	2/15/23	56975.14	-14270.69	0.00	42704.45
U.S. Treasuries	912828ZD5	US TREASURY	50000000	0.5	0.162	3/18/21	3/15/23	20380.44	-13862.62	0	6517.82
U.S. Treasuries	91282CBU4	US TREASURY	50000000	0.125	0.1537	5/4/21	3/31/23	5122.95	1178.61	0.00	6301.56
U.S. Treasuries	912828ZU7	US TREASURY	50000000	0.25	0.1911	3/12/21	6/15/23	10272.17	-2414.77	0.00	7857.4
U.S. Treasuries	912828ZU7	US TREASURY	50000000	0.25	0.1837	4/8/21	6/15/23	10272.17	-2716.76	0	7555.41
U.S. Treasuries	912828ZU7	US TREASURY	50000000	0.25	0.252	6/24/21	6/15/23	10272.17	81.26	0	10353.43
U.S. Treasuries	912828S35	US TREASURY	50000000	1.375	1.6093	1/9/20	6/30/23	56944.18	9334.34	0.00	66278.52
U.S. Treasuries	912828S35	US TREASURY	50000000	1.375	0.2422	6/24/21	6/30/23	56944.18	-46413.25	0	10530.93
U.S. Treasuries	91282CCK5	US TREASURY	50000000	0.125	0.2602	6/30/21	6/30/23	5176.75	5538.31	0	10715.06
U.S. Treasuries	912828S92	US TREASURY	50000000	1.25	0.2011	4/1/21	7/31/23	51795.58	-43033.01	0	8762.57
U.S. Treasuries	912828S92	US TREASURY	50000000	1.25	0.2027	4/1/21	7/31/23	51795.58	-42964.16	0	8831.42
U.S. Treasuries	91282CAK7	US TREASURY	50000000	0.125	0.2333	8/10/21	9/15/23	5095.11	4436.6	0	9531.71
U.S. Treasuries	912828WE6	US TREASURY	50000000	2.75	1.7091	12/17/19	11/15/23	112092.39	-41167.33	0.00	70925.06
U.S. Treasuries	91282CBA8	US TREASURY	50000000	0.125	0.2954	3/19/21	12/15/23	5136.09	6965.69	0	12101.78
U.S. Treasuries	91282CBA8	US TREASURY	50000000	0.125	0.7232	12/9/21	12/15/23	5136.09	24360.99	0	29497.08
U.S. Treasuries	91282CBA8	US TREASURY	50000000	0.125	0.6864	12/15/21	12/15/23	5136.09	22875.65	0.00	28011.74
U.S. Treasuries	9128285Z9	US TREASURY	50000000	2.5	0.3278	10/4/21	1/31/24	103591.16	-88753.31	0.00	14837.85
U.S. Treasuries	91282CDV0	US TREASURY	50000000	0.875	1.5159	2/23/22	1/31/24	36256.90	25857.5	0.00	62114.4
U.S. Treasuries	91282CDV0	US TREASURY	50000000	0.875	2.4625	4/11/22	1/31/24	36256.91	63387.79	0.00	99644.7
U.S. Treasuries	912828B66	US TREASURY	50000000	2.75	2.4706	4/11/22	2/15/24	113950.28	-11111.11	0	102839.17
U.S. Treasuries	91282CBR1	US TREASURY	50000000	0.25	1.5538	3/8/22	3/15/24	10190.21	52480.31	0.00	62670.52
U.S. Treasuries	91282CCC3	US TREASURY	50000000	0.25	0.4475	7/2/21	5/15/24	10190.21	8051.05	0	18241.26
U.S. Treasuries	912828XT2	US TREASURY	50000000	2	0.4283	7/6/21	5/31/24	81967.21	-64066.18	0.00	17901.03
U.S. Treasuries	91282CCL3	US TREASURY	50000000	0.375	0.3763	8/6/21	7/15/24	15538.68	54.55	0	15593.23
U.S. Treasuries	91282CCL3	US TREASURY	50000000	0.375	0.4018	8/9/21	7/15/24	15538.68	1094.18	0.00	16632.86
U.S. Treasuries	91282CCL3	US TREASURY	50000000	0.375	2.6013	4/12/22	7/15/24	15538.67	88281.25	0	103819.92
U.S. Treasuries	912828Y87	US TREASURY	50000000	1.75	0.4154	3/30/21	7/31/24	72513.81	-54411.92	0.00	18101.89
U.S. Treasuries	91282CCT6	US TREASURY	50000000	0.375	0.4439	8/25/21	8/15/24	15538.68	2805.6	0.00	18344.28
U.S. Treasuries	912828YM6	US TREASURY	50000000	1.5	0.5038	4/15/21	10/31/24	61141.31	-40450.04	0	20691.27
U.S. Treasuries	912828G38	US TREASURY	50000000	2.25	0.5162	3/9/21	11/15/24	91711.96	-70382.1	0.00	21329.86
U.S. Treasuries	912828G38	US TREASURY	50000000	2.25	0.4762	3/12/21	11/15/24	91711.96	-72065.08	0	19646.88
U.S. Treasuries	912828YY0	US TREASURY	50000000	1.75	0.5625	3/15/21	12/31/24	72474.41	-48159.25	0	24315.16
U.S. Treasuries	912828Z52	US TREASURY	50000000	1.375	0.5756	3/30/21	1/31/25	56975.14	-32408.23	0	24566.91
U.S. Treasuries	912828Z52	US TREASURY	50000000	1.375	0.5707	4/15/21	1/31/25	56975.14	-32613.1	0	24362.04

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Amort.	Realized	Earned Income
							Date	Interest			
U.S. Treasuries	912828ZC7	US TREASURY	50000000	1.125	0.607	3/15/21	2/28/25	45855.98	-20990.02	0.00	24865.96
U.S. Treasuries	912828ZC7	US TREASURY	50000000	1.125	0.6083	3/31/21	2/28/25	45855.98	-20938.05	0.00	24917.93
U.S. Treasuries	912828ZF0	US TREASURY	50000000	0.5	0.613	4/15/21	3/31/25	20491.80	4578.9	0.00	25070.7
U.S. Treasuries	912828ZF0	US TREASURY	50000000	0.5	0.5822	4/19/21	3/31/25	20491.80	3331.96	0.00	23823.76
U.S. Treasuries	912828ZL7	US TREASURY	50000000	0.375	0.5722	5/18/21	4/30/25	15285.32	7999.28	0	23284.6
U.S. Treasuries	912828XB1	US TREASURY	50000000	2.125	0.5666	9/2/21	5/15/25	86616.85	-63277.78	0	23339.07
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6546	3/8/21	6/30/25	10353.48	16369.05	0.00	26722.53
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.7014	3/9/21	6/30/25	10353.48	18240.74	0	28594.22
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6025	5/12/21	6/30/25	10353.48	14279.8	0	24633.28
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6511	5/13/21	6/30/25	10353.48	16230.74	0	26584.22
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6175	5/18/21	6/30/25	10353.48	14882.19	0.00	25235.67
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.6022	7/12/21	6/30/25	10353.48	14274.39	0.00	24627.87
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.5091	8/5/21	6/30/25	10353.48	10526.31	0	20879.79
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	0.5583	8/6/21	6/30/25	10353.48	12508.78	0.00	22862.26
U.S. Treasuries	912828ZW3	US TREASURY	50000000	0.25	1.0354	12/7/21	6/30/25	10353.48	31616.31	0	41969.79
U.S. Treasuries	91282CAB7	US TREASURY	50000000	0.25	0.5246	8/5/21	7/31/25	10359.11	11147.3	0.00	21506.41
U.S. Treasuries	91282CAB7	US TREASURY	50000000	0.25	0.5738	8/6/21	7/31/25	10359.11	13128.22	0	23487.33
U.S. Treasuries	91282CAM3	US TREASURY	50000000	0.25	0.6628	5/12/21	9/30/25	10245.91	16678.37	0	26924.28
U.S. Treasuries	91282CAM3	US TREASURY	50000000	0.25	0.5987	7/26/21	9/30/25	10245.91	14120.83	0.00	24366.74
U.S. Treasuries	91282CAT8	US TREASURY	50000000	0.25	0.5542	2/25/21	10/31/25	10190.21	12308.46	0.00	22498.67
U.S. Treasuries	91282CAT8	US TREASURY	50000000	0.25	0.6521	3/2/21	10/31/25	10190.21	16230.2	0.00	26420.41
U.S. Treasuries	91282CAT8	US TREASURY	50000000	0.25	0.6655	3/4/21	10/31/25	10190.21	16765.66	0.00	26955.87
U.S. Treasuries	91282CBC4	US TREASURY	50000000	0.375	0.6036	2/25/21	12/31/25	15530.23	9235.96	0.00	24766.19
U.S. Treasuries	91282CBC4	US TREASURY	50000000	0.375	0.6814	2/26/21	12/31/25	15530.23	12354.7	0.00	27884.93
U.S. Treasuries	91282CBW0	US TREASURY	50000000	0.75	0.8929	6/28/21	4/30/26	30570.65	5736.69	0.00	36307.34
U.S. Treasuries	91282CBW0	US TREASURY	50000000	0.75	0.8642	7/2/21	4/30/26	30570.65	4586.47	0.00	35157.12
U.S. Treasuries	912828R36	US TREASURY	50000000	1.625	0.6924	7/23/21	5/15/26	66236.41	-37617.39	0.00	28619.02
U.S. Treasuries	912828R36	US TREASURY	50000000	1.625	0.8064	8/27/21	5/15/26	66236.41	-32937.72	0.00	33298.69
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.9031	7/2/21	6/30/26	36237.20	1124.33	0.00	37361.53
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.846	7/14/21	6/30/26	36237.20	-1164.11	0.00	35073.09
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7322	7/22/21	6/30/26	36237.20	-5748.95	0.00	30488.25
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7395	7/22/21	6/30/26	36237.20	-5456.62	0.00	30780.58
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.706	8/6/21	6/30/26	36237.20	-6812.46	0.00	29424.74
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.7746	8/10/21	6/30/26	36237.2	-4037.55	0	32199.65
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	0.9018	9/24/21	6/30/26	36237.20	1077.58	0.00	37314.78
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	1.0521	10/14/21	6/30/26	36237.2	7085.75	0	43322.95
U.S. Treasuries	91282CCJ8	US TREASURY	50000000	0.875	1.3228	1/4/22	6/30/26	36237.21	17814.22	0	54051.43
U.S. Treasuries	91282CCW9	US TREASURY	50000000	0.75	0.9797	9/28/21	8/31/26	30570.65	9189.9	0	39760.55
U.S. Treasuries	91282CCZ2	US TREASURY	50000000	0.875	1.0032	10/8/21	9/30/26	35860.66	5124.53	0	40985.19
U.S. Treasuries	91282CCZ2	US TREASURY	50000000	0.875	1.0105	10/8/21	9/30/26	35860.66	5414.61	0	41275.27
U.S. Treasuries	91282CCZ2	US TREASURY	50000000	0.875	1.1593	10/19/21	9/30/26	35860.66	11316.67	0	47177.33
U.S. Treasuries	91282CDK4	US TREASURY	50000000	1.25	1.2201	12/3/21	11/30/26	51229.51	-1189.23	0	50040.28
U.S. Treasuries	91282CDK4	US TREASURY	50000000	1.25	1.2014	12/7/21	11/30/26	51229.51	-1932.72	0.00	49296.79
U.S. Treasuries	91282CDK4	US TREASURY	50000000	1.25	2.5854	3/29/22	11/30/26	51229.51	51351.05	0	102580.56
U.S. Treasuries	91282CDQ1	US TREASURY	50000000	1.25	2.5489	3/29/22	12/31/26	51767.43	49929.43	0	101696.86
U.S. Treasuries	91282CEF4	US TREASURY	25000000	2.5	2.7091	4/6/22	3/31/27	51229.5	3992.1	0	55221.6
Subtotals			\$ 4,475,000.00					\$ 3,156,829	\$ (243,509)	\$ -	\$ 2,913,320
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	\$ -	1.88	1.85	6/6/17	6/2/22	\$ 2,604	\$ (33)	\$ -	\$ 2,572
Federal Agencies	3133EHLY7	FEDERAL FARM CREDIT BANK	-	1.88	1.88	6/9/17	6/2/22	2,604	1	-	2,606
Federal Agencies	3133EMF64	FEDERAL FARM CREDIT BANK	-	0.06	0.08	7/7/21	6/9/22	783	272	-	1,055
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	-	1.63	1.63	12/16/19	6/15/22	15,847	20	-	15,868
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	-	1.63	1.63	12/16/19	6/15/22	12,678	16	-	12,694
Federal Agencies	3133ELDK7	FEDERAL FARM CREDIT BANK	-	1.63	1.63	12/16/19	6/15/22	15,847	20	-	15,868

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Amort.	Realized	Earned Income
							Date	Earned Interest			
Federal Agencies	313385F92	FED HOME LN DISCOUNT NT	25,000,000	0.00	1.12	5/10/22	9/16/22	-	23,333	-	23,333
Federal Agencies	3133EHZP1	FEDERAL FARM CREDIT BANK	25,000,000	1.85	0.69	3/18/20	9/20/22	38,542	(23,540)	-	15,002
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANK	40,000,000	0.70	0.71	4/3/20	10/3/22	23,333	329	-	23,662
Federal Agencies	3133EMS45	FEDERAL FARM CREDIT BANK	50,000,000	0.11	0.12	7/14/21	12/14/22	4,583	411	-	4,995
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANK	60,000,000	0.14	0.15	5/18/21	1/19/23	7,000	619	-	7,619
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANK	10,140,000	1.60	0.74	3/25/20	1/23/23	13,520	(7,083)	-	6,437
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANK	45,500,000	0.13	1.10	3/3/22	2/3/23	4,740	35,936	-	40,676
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANK	44,400,000	2.14	1.08	3/7/22	2/6/23	79,180	(38,097)	-	41,083
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANK	50,000,000	0.16	0.32	11/12/21	2/10/23	6,667	6,607	-	13,274
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANK	65,000,000	0.13	0.16	3/31/21	3/23/23	6,771	1,864	-	8,634
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	20,000,000	0.13	0.19	4/13/21	4/13/23	2,083	1,085	-	3,168
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	25,000,000	0.13	0.19	4/13/21	4/13/23	2,604	1,356	-	3,960
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.19	4/13/21	4/13/23	5,208	2,712	-	7,921
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANK	44,500,000	0.13	0.17	5/5/21	4/27/23	4,635	1,569	-	6,205
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	12,500,000	0.13	0.19	5/10/21	5/10/23	1,302	658	-	1,960
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	25,000,000	0.13	0.19	5/10/21	5/10/23	2,604	1,315	-	3,919
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANK	75,000,000	0.13	0.19	5/10/21	5/10/23	7,813	3,945	-	11,758
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANK	15,000,000	0.13	0.17	6/4/21	6/2/23	1,563	569	-	2,131
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANK	100,000,000	0.13	0.16	6/2/21	6/2/23	10,417	2,548	-	12,965
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.26	6/28/21	6/14/23	5,208	5,663	-	10,871
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	48,067,000	0.20	0.53	12/14/21	6/26/23	8,011	12,924	-	20,935
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANK	50,000,000	0.20	0.22	8/26/21	6/26/23	8,333	902	-	9,235
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.20	7/14/21	7/14/23	5,208	2,968	-	8,176
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANK	50,000,000	0.13	0.22	7/14/21	7/14/23	5,208	3,812	-	9,020
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANK	50,000,000	0.45	0.45	11/24/21	7/24/23	18,750	173	-	18,923
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANK	50,000,000	0.16	0.19	8/10/21	8/10/23	6,667	1,233	-	7,900
Federal Agencies	3137EAEV7	FREDDIE MAC	40,776,000	0.25	0.59	12/6/21	8/24/23	8,495	11,178	-	19,673
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANK	20,975,000	0.13	0.59	12/14/21	9/8/23	2,185	7,992	-	10,177
Federal Agencies	3135G0U43	FANNIE MAE	29,648,000	2.88	0.66	12/9/21	9/12/23	71,032	(53,519)	-	17,513
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANK	50,000,000	0.17	0.22	9/27/21	9/27/23	7,083	2,055	-	9,138
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANK	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,494	-	11,910
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANK	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,494	-	11,910
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANK	75,000,000	0.50	0.60	12/3/21	12/1/23	31,250	4,481	-	35,731
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	10,000,000	2.25	0.73	12/10/21	12/8/23	18,750	(12,404)	-	6,346
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANK	30,000,000	2.25	0.73	12/10/21	12/8/23	56,250	(37,212)	-	19,038
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	25,000,000	0.68	0.71	12/20/21	12/20/23	14,167	510	-	14,676
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	493	-	14,660
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANK	62,000,000	0.68	0.70	12/20/21	12/20/23	35,133	1,213	-	36,346
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	11,856,000	0.90	1.44	3/3/22	1/18/24	8,892	5,125	-	14,017
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANK	50,000,000	0.90	1.21	2/1/22	1/18/24	37,500	12,528	-	50,028
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANK	39,010,000	2.50	0.62	11/12/21	2/13/24	81,271	(59,738)	-	21,533
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANK	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,572)	-	14,852
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	49	-	1,091
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	49	-	1,091
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANK	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	986	-	21,820
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	11,000,000	2.13	2.19	3/25/22	2/28/24	19,479	534	-	20,013
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANK	25,000,000	2.13	2.19	3/25/22	2/28/24	44,271	1,213	-	45,484
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,656	-	14,156
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANK	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,657	-	14,157
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(128)	-	4,697
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(228)	-	8,354
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANK	39,000,000	0.35	0.34	5/4/21	4/22/24	11,375	(302)	-	11,073
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANK	45,000,000	2.63	2.69	5/16/22	5/16/24	98,438	2,493	-	100,931
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANK	50,000,000	2.63	2.69	5/16/22	5/16/24	109,375	2,770	-	112,145

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	/Net Earnings
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANK	100,000,000	2.63	2.69	6/10/22	6/10/24	153,125	3,706	-	-	156,831
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	15,955,000	2.88	2.71	5/18/22	6/14/24	38,226	(2,115)	-	-	36,110
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	17,980,000	2.88	2.70	5/18/22	6/14/24	43,077	(2,526)	-	-	40,551
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	25,500,000	2.88	2.77	5/12/22	6/14/24	61,094	(2,063)	-	-	59,031
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANK	50,000,000	2.88	2.67	5/16/22	6/14/24	119,792	(8,053)	-	-	111,739
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANK	25,000,000	3.25	3.31	6/17/22	6/17/24	31,597	565	-	-	32,162
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANK	25,000,000	3.25	3.31	6/17/22	6/17/24	31,597	560	-	-	32,157
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANK	50,000,000	3.25	3.28	6/17/22	6/17/24	63,194	575	-	-	63,769
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANK	25,000,000	3.10	3.13	6/28/22	6/28/24	6,458	51	-	-	6,510
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANK	25,000,000	3.10	3.13	6/28/22	6/28/24	6,458	55	-	-	6,514
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANK	50,000,000	3.10	3.13	6/28/22	6/28/24	12,917	111	-	-	13,027
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANK	50,000,000	0.45	0.39	8/6/21	7/23/24	18,750	(2,551)	-	-	16,199
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	25,000,000	0.43	0.46	9/23/21	9/23/24	8,958	691	-	-	9,649
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,382	-	-	19,299
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANK	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,382	-	-	19,299
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	315	-	-	7,606
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	315	-	-	7,606
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANK	50,000,000	0.88	0.91	11/18/21	11/18/24	36,458	1,574	-	-	38,032
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANK	25,000,000	1.63	1.66	12/3/19	12/3/24	33,854	657	-	-	34,511
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	50,000,000	0.92	0.93	12/9/21	12/9/24	38,333	411	-	-	38,744
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANK	50,000,000	0.92	0.95	12/9/21	12/9/24	38,333	1,013	-	-	39,346
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	20,000,000	1.13	1.20	1/11/22	1/6/25	18,750	1,237	-	-	19,987
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,547	-	-	24,984
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANK	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,547	-	-	24,984
Federal Agencies	3135G0X24	FANNIE MAE	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(34,765)	-	-	18,128
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	-	6,313
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	-	6,313
Federal Agencies	3137EAEP0	FREDDIE MAC	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	-	6,313
Federal Agencies	3137EAEP0	FREDDIE MAC	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	190	-	-	18,940
Federal Agencies	3137EAEP0	FREDDIE MAC	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	633	-	-	63,133
Federal Agencies	3137EAEP0	FREDDIE MAC	53,532,000	1.50	0.55	4/21/21	2/12/25	66,915	(41,308)	-	-	25,607
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	154	-	-	16,287
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANK	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	594	-	-	24,794
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANK	50,000,000	0.60	0.61	4/21/21	4/21/25	25,000	544	-	-	25,544
Federal Agencies	3135G03U5	FANNIE MAE	37,938,000	0.63	1.08	12/8/21	4/22/25	19,759	13,896	-	-	33,656
Federal Agencies	3135G03U5	FANNIE MAE	50,000,000	0.63	0.57	7/12/21	4/22/25	26,042	(2,348)	-	-	23,694
Federal Agencies	3135G03U5	FANNIE MAE	50,000,000	0.63	1.08	12/8/21	4/22/25	26,042	18,425	-	-	44,467
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANK	6,000,000	2.85	2.90	5/23/22	5/23/25	14,250	230	-	-	14,480
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANK	20,000,000	2.85	2.90	5/23/22	5/23/25	47,500	766	-	-	48,266
Federal Agencies	3133ENYQ7	FEDERAL FARM CREDIT BANK	50,000,000	2.95	2.97	6/13/22	6/13/25	73,750	402	-	-	74,152
Federal Agencies	3135G04Z3	FANNIE MAE	4,655,000	0.50	1.11	12/8/21	6/17/25	1,940	2,293	-	-	4,232
Federal Agencies	3135G04Z3	FANNIE MAE	10,000,000	0.50	1.11	12/8/21	6/17/25	4,167	4,904	-	-	9,071
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANK	17,680,000	0.70	0.62	7/12/21	6/30/25	10,313	(1,131)	-	-	9,182
Federal Agencies	3135G05X7	FANNIE MAE	25,000,000	0.38	0.66	3/4/21	8/25/25	7,813	5,794	-	-	13,606
Federal Agencies	3135G05X7	FANNIE MAE	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	11,657	-	-	34,313
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANK	10,295,000	1.75	1.03	11/2/21	9/12/25	15,014	(5,965)	-	-	9,049
Federal Agencies	3137EAEX3	FREDDIE MAC	22,600,000	0.38	0.68	3/4/21	9/23/25	7,063	5,492	-	-	12,555
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	39,675,000	1.05	1.08	11/17/21	11/17/25	34,716	1,084	-	-	35,799
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANK	55,000,000	1.05	1.09	11/17/21	11/17/25	48,125	1,581	-	-	49,706
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	45,000,000	1.17	1.20	12/16/21	12/16/25	43,875	943	-	-	44,818
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANK	50,000,000	1.17	1.20	12/16/21	12/16/25	48,750	1,047	-	-	49,797
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANK	15,500,000	0.69	0.75	8/9/21	4/6/26	8,913	738	-	-	9,651
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANK	20,000,000	2.64	2.69	4/8/22	4/8/26	44,000	797	-	-	44,797
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANK	30,000,000	2.64	2.69	4/8/22	4/8/26	66,000	1,195	-	-	67,195

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANK	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANK	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANK	25,000,000	1.08	1.08	10/1/21	9/3/26	22,396	-	-	22,396	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANK	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANK	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANK	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANK	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANK	48,573,000	1.68	2.18	3/16/22	3/10/27	68,002	18,807	-	86,810	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANK	22,500,000	2.60	2.70	4/6/22	4/5/27	48,750	1,770	-	50,520	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANK	24,500,000	2.60	2.71	4/6/22	4/5/27	53,083	2,022	-	55,105	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANK	25,000,000	2.60	2.77	4/6/22	4/5/27	54,167	3,222	-	57,389	
Subtotals			\$ 4,760,279,000					\$ 3,983,684	\$ (54,785)	\$ -	\$ 3,928,899	
Public Time Deposits	PPES5U4Q0	BANK OF SAN FRANCISCO	\$ -	0.13	0.13	12/6/21	6/6/22	\$ 181	\$ -	\$ -	\$ 181	
Public Time Deposits	PPEJ79PT6	BRIDGE BANK	-	0.13	0.13	12/20/21	6/20/22	701	-	-	701	
Public Time Deposits	PPE4E8VT6	BANK OF SAN FRANCISCO	10,000,000	0.81	0.81	3/21/22	9/19/22	6,750	-	-	6,750	
Public Time Deposits	PPEE5T97	BRIDGE BANK	10,000,000	0.81	0.81	3/21/22	9/19/22	6,658	-	-	6,658	
Public Time Deposits	PPFT6Q6D2	BANK OF SAN FRANCISCO	10,000,000	1.64	1.64	6/6/22	12/5/22	11,389	-	-	11,389	
Public Time Deposits	PPFR6ZB99	BRIDGE BANK	10,000,000	2.39	2.39	6/20/22	12/19/22	7,203	-	-	7,203	
Subtotals			\$ 40,000,000					\$ 32,881	\$ -	\$ -	\$ 32,881	
Negotiable CDs	06417MTV7	BANK OF NOVA SCOTIA HOUS	\$ -	0.30	0.30	12/2/21	6/15/22	\$ 11,667	\$ -	\$ -	\$ 11,667	
Negotiable CDs	78012UT96	ROYAL BANK OF CANADA NY	-	0.15	0.15	9/16/21	6/17/22	6,667	-	-	6,667	
Negotiable CDs	06417MTY1	BANK OF NOVA SCOTIA HOUS	-	0.31	0.31	12/6/21	6/30/22	24,972	-	-	24,972	
Negotiable CDs	78012UX42	ROYAL BANK OF CANADA NY	-	0.20	0.20	10/29/21	6/30/22	8,056	-	-	8,056	
Negotiable CDs	89114WMZ5	TORONTO DOMINION BANK NY	-	0.30	0.30	12/13/21	6/30/22	12,083	-	-	12,083	
Negotiable CDs	89114WQB4	TORONTO DOMINION BANK NY	-	0.53	0.53	2/1/22	6/30/22	21,347	-	-	21,347	
Negotiable CDs	06367CQB6	BANK OF MONTREAL CHICAGO	50,000,000	0.33	0.33	12/17/21	7/1/22	13,750	-	-	13,750	
Negotiable CDs	89114WJ89	TORONTO DOMINION BANK NY	50,000,000	0.21	0.21	10/19/21	7/1/22	8,750	-	-	8,750	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Negotiable CDs	06417MUM5	BANK OF NOVA SCOTIA HOUS	100,000,000	0.31	0.31	12/13/21	7/6/22	25,833	-	-	25,833	
Negotiable CDs	06367CKG1	BANK OF MONTREAL CHICAGO	50,000,000	0.18	0.18	8/25/21	7/18/22	7,500	-	-	7,500	
Negotiable CDs	06367CKN6	BANK OF MONTREAL CHICAGO	50,000,000	0.18	0.18	8/30/21	7/18/22	7,500	-	-	7,500	
Negotiable CDs	06417MSJ5	BANK OF NOVA SCOTIA HOUS	50,000,000	0.24	0.24	11/2/21	8/1/22	10,000	-	-	10,000	
Negotiable CDs	06367CTZ0	BANK OF MONTREAL CHICAGO	50,000,000	1.17	1.17	4/11/22	8/17/22	48,750	-	-	48,750	
Negotiable CDs	06367CST5	BANK OF MONTREAL CHICAGO	50,000,000	0.83	0.83	3/2/22	8/29/22	34,583	-	-	34,583	
Negotiable CDs	78012U3T0	ROYAL BANK OF CANADA NY	50,000,000	0.80	0.80	2/28/22	8/29/22	33,333	-	-	33,333	
Negotiable CDs	06367CSP3	BANK OF MONTREAL CHICAGO	50,000,000	0.82	0.82	2/28/22	9/12/22	34,167	-	-	34,167	
Negotiable CDs	78012U3V5	ROYAL BANK OF CANADA NY	50,000,000	0.85	0.85	3/1/22	9/12/22	35,417	-	-	35,417	
Negotiable CDs	78012U4G7	ROYAL BANK OF CANADA NY	50,000,000	1.42	1.42	3/15/22	9/22/22	59,167	-	-	59,167	
Negotiable CDs	78012U4H5	ROYAL BANK OF CANADA NY	50,000,000	1.44	1.44	3/15/22	9/26/22	60,000	-	-	60,000	
Negotiable CDs	78012UW84	ROYAL BANK OF CANADA NY	50,000,000	0.28	0.28	10/26/21	9/26/22	11,667	-	-	11,667	
Negotiable CDs	06367CTT4	BANK OF MONTREAL CHICAGO	50,000,000	1.42	1.42	4/4/22	9/28/22	59,167	-	-	59,167	
Negotiable CDs	78012UW68	ROYAL BANK OF CANADA NY	50,000,000	0.30	0.30	10/25/21	10/24/22	12,500	-	-	12,500	
Negotiable CDs	89114WU52	TORONTO DOMINION BANK NY	50,000,000	1.50	1.50	4/4/22	10/24/22	62,500	-	-	62,500	
Negotiable CDs	96130ALC0	WESTPAC BANKING CORP NY	50,000,000	0.30	0.30	10/27/21	10/24/22	12,500	-	-	12,500	
Negotiable CDs	78012U2E4	ROYAL BANK OF CANADA NY	50,000,000	0.48	0.48	12/2/21	12/2/22	20,000	-	-	20,000	
Negotiable CDs	89114WM36	TORONTO DOMINION BANK NY	50,000,000	0.48	0.48	12/2/21	12/2/22	20,000	-	-	20,000	
Negotiable CDs	06367CPS0	BANK OF MONTREAL CHICAGO	50,000,000	0.52	0.52	12/8/21	12/7/22	21,667	-	-	21,667	
Negotiable CDs	89114WP58	TORONTO DOMINION BANK NY	60,000,000	0.57	0.57	1/6/22	12/30/22	28,500	-	-	28,500	
Negotiable CDs	89114WVV3	TORONTO DOMINION BANK NY	50,000,000	2.26	2.26	5/9/22	1/4/23	94,167	-	-	94,167	
Negotiable CDs	06367CTW7	BANK OF MONTREAL CHICAGO	50,000,000	1.92	1.92	4/6/22	1/13/23	80,000	-	-	80,000	
Negotiable CDs	89114WU94	TORONTO DOMINION BANK NY	50,000,000	1.92	1.92	4/6/22	1/13/23	80,000	-	-	80,000	
Negotiable CDs	06367CUZ8	BANK OF MONTREAL CHICAGO	50,000,000	2.28	2.28	5/12/22	1/18/23	95,000	-	-	95,000	
Negotiable CDs	89114WVX9	TORONTO DOMINION BANK NY	50,000,000	2.36	2.36	5/9/22	1/24/23	98,333	-	-	98,333	
Negotiable CDs	78012U5C5	ROYAL BANK OF CANADA NY	50,000,000	2.00	2.00	4/14/22	1/27/23	83,333	-	-	83,333	
Negotiable CDs	06367CSR9	BANK OF MONTREAL CHICAGO	50,000,000	1.18	1.18	3/1/22	1/30/23	49,167	-	-	49,167	
Negotiable CDs	89114WQL2	TORONTO DOMINION BANK NY	50,000,000	0.95	0.95	2/3/22	1/30/23	39,583	-	-	39,583	
Negotiable CDs	06367CSM0	BANK OF MONTREAL CHICAGO	50,000,000	1.35	1.35	2/28/22	2/13/23	56,250	-	-	56,250	
Negotiable CDs	89114WRW7	TORONTO DOMINION BANK NY	50,000,000	1.35	1.35	2/28/22	2/13/23	56,250	-	-	56,250	
Negotiable CDs	89114WUU7	TORONTO DOMINION BANK NY	100,000,000	2.16	2.16	4/12/22	2/27/23	180,000	-	-	180,000	
Negotiable CDs	06367CV46	BANK OF MONTREAL CHICAGO	50,000,000	2.60	2.60	5/17/22	3/27/23	108,333	-	-	108,333	
Negotiable CDs	78012U5Z4	ROYAL BANK OF CANADA NY	50,000,000	2.58	2.58	5/24/22	3/27/23	107,500	-	-	107,500	
Negotiable CDs	78012U6W0	ROYAL BANK OF CANADA NY	50,000,000	3.71	3.71	6/21/22	6/15/23	51,528	-	-	51,528	
Negotiable CDs	78012U7H2	ROYAL BANK OF CANADA NY	50,000,000	3.68	3.68	6/28/22	6/15/23	15,333	-	-	15,333	
Subtotals			\$ 1,960,000,000					\$ 1,906,820	\$ -	\$ -	\$ 1,906,820	
Commercial Paper	89233HF82	TOYOTA MOTOR CREDIT CORP	\$ -	0.00	0.20	11/10/21	6/8/22	\$ -	\$ 1,944	\$ -	\$ 1,944	
Commercial Paper	89233HFE9	TOYOTA MOTOR CREDIT CORP	-	0.00	0.21	10/25/21	6/14/22	-	3,792	-	3,792	
Commercial Paper	89233HFF6	TOYOTA MOTOR CREDIT CORP	-	0.00	0.32	12/21/21	6/15/22	-	6,222	-	6,222	
Commercial Paper	89233HFF6	TOYOTA MOTOR CREDIT CORP	-	0.00	0.30	1/4/22	6/15/22	-	5,833	-	5,833	
Commercial Paper	89233HFN9	TOYOTA MOTOR CREDIT CORP	-	0.00	0.27	12/6/21	6/22/22	-	7,875	-	7,875	
Commercial Paper	89233HFQ2	TOYOTA MOTOR CREDIT CORP	-	0.00	0.31	12/16/21	6/24/22	-	11,883	-	11,883	
Commercial Paper	89233HFW9	TOYOTA MOTOR CREDIT CORP	-	0.00	0.19	10/19/21	6/30/22	-	7,653	-	7,653	
Commercial Paper	89233HFW9	TOYOTA MOTOR CREDIT CORP	-	0.00	0.24	11/1/21	6/30/22	-	9,667	-	9,667	
Commercial Paper	62479MG15	MUFG BANK LTD NY	50,000,000	0.00	0.65	2/23/22	7/1/22	-	27,083	-	27,083	
Commercial Paper	89233HG16	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.24	11/19/21	7/1/22	-	10,000	-	10,000	
Commercial Paper	62479MGL1	MUFG BANK LTD NY	50,000,000	0.00	0.67	2/28/22	7/20/22	-	27,917	-	27,917	
Commercial Paper	62479MGN7	MUFG BANK LTD NY	50,000,000	0.00	0.70	3/1/22	7/22/22	-	29,167	-	29,167	
Commercial Paper	89233HH15	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	0.25	11/4/21	8/1/22	-	10,417	-	10,417	
Commercial Paper	62479MH30	MUFG BANK LTD NY	50,000,000	0.00	1.21	3/28/22	8/3/22	-	50,000	-	50,000	
Commercial Paper	62479MH55	MUFG BANK LTD NY	50,000,000	0.00	1.14	4/6/22	8/5/22	-	47,500	-	47,500	
Commercial Paper	62479MHQ9	MUFG BANK LTD NY	50,000,000	0.00	1.21	4/12/22	8/24/22	-	50,000	-	50,000	
Commercial Paper	03785EJ62	APPLE INC	40,000,000	0.00	1.20	5/10/22	9/6/22	-	40,000	-	40,000	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Commercial Paper	62479MJE4	MUFG BANK LTD NY	40,000,000	0.00	1.61	5/10/22	9/14/22	-	53,333	-	-	53,333
Commercial Paper	62479MKC6	MUFG BANK LTD NY	50,000,000	0.00	2.34	6/22/22	10/12/22	-	29,000	-	-	29,000
Commercial Paper	89233HKL7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.37	6/23/22	10/20/22	-	26,111	-	-	26,111
Commercial Paper	89233HKM5	TOYOTA MOTOR CREDIT CORP	50,000,000	0.00	2.44	6/27/22	10/21/22	-	13,444	-	-	13,444
Commercial Paper	62479MKS1	MUFG BANK LTD NY	50,000,000	0.00	2.47	6/27/22	10/26/22	-	13,611	-	-	13,611
Subtotals			\$ 680,000,000					\$ -	\$ 482,453	\$ -	\$ -	\$ 482,453
Money Market Funds	09248U718	BLACKROCK LIQ INST GOV FUND	\$ 161,563,599	1.03	1.03	6/30/22	7/1/22	\$ 55,177	\$ -	\$ -	\$ -	\$ 55,177
Money Market Funds	262006208	DREYFUS GOVERN CASH MGMT-I	678,592,464	1.03	1.03	6/30/22	7/1/22	512,287	-	-	-	512,287
Money Market Funds	31607A703	FIDELITY INST GOV FUND	14,369,461	0.97	0.97	6/30/22	7/1/22	11,396	-	-	-	11,396
Money Market Funds	608919718	FEDERATED GOVERNMENT OBL-PRM	306,135,211	1.27	1.27	6/30/22	7/1/22	26,899	-	-	-	26,899
Money Market Funds	61747C707	MORGAN STANLEY INST GOVT FUND	879,461,896	1.07	1.07	6/30/22	7/1/22	597,009	-	-	-	597,009
Money Market Funds	85749T517	STATE ST INST US GOV MM-OPP	400,624,322	1.06	1.06	6/30/22	7/1/22	348,549	-	-	-	348,549
Subtotals			\$ 2,440,746,955					\$ 1,551,318	\$ -	\$ -	\$ -	\$ 1,551,318
Supranationals	459058ES8	INTL BK RECON & DEVELOP	\$ 64,387,000	1.88	0.33	12/16/21	10/7/22	\$ 100,658	\$ (81,390)	\$ -	\$ -	\$ 19,269
Supranationals	459058JV6	INTL BK RECON & DEVELOP	100,000,000	0.13	0.26	4/20/21	4/20/23	10,500	8,507	-	-	19,007
Supranationals	4581X0CC0	INTER-AMERICAN DEVEL BK	25,756,000	3.00	0.65	12/15/21	10/4/23	64,390	(49,320)	-	-	15,070
Supranationals	45906M3B5	INTL BK RECON & DEVELOP	100,000,000	1.98	1.98	3/23/22	6/14/24	165,000	-	-	-	165,000
Supranationals	459056HV2	INTL BK RECON & DEVELOP	50,000,000	1.50	0.79	11/2/21	8/28/24	62,500	(28,667)	-	-	33,833
Supranationals	4581X0DZ8	INTER-AMERICAN DEVEL BK	50,000,000	0.50	0.78	11/4/21	9/23/24	20,833	11,513	-	-	32,347
Supranationals	45950VQG4	INTL FINANCE CORP	10,000,000	0.44	0.72	10/22/21	9/23/24	3,667	2,286	-	-	5,953
Supranationals	4581X0CM8	INTER-AMERICAN DEVEL BK	100,000,000	2.13	0.58	4/26/21	1/15/25	177,083	(125,206)	-	-	51,877
Supranationals	459058JB0	INTL BK RECON & DEVELOP	40,000,000	0.63	0.56	7/23/21	4/22/25	20,867	(1,885)	-	-	18,982
Supranationals	4581X0DN5	INTER-AMERICAN DEVEL BK	28,900,000	0.63	0.99	11/1/21	7/15/25	15,052	8,452	-	-	23,504
Supranationals	45818WDG8	INTER-AMERICAN DEVEL BK	19,500,000	0.82	0.75	8/25/21	2/27/26	13,325	(1,037)	-	-	12,288
Subtotals			\$ 588,543,000					\$ 653,875	\$ (256,746)	\$ -	\$ -	\$ 397,129
Grand Totals			\$ 14,944,568,955					\$ 11,285,407	\$ (72,588)	\$ -	\$ -	\$ 11,212,819

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended June 30, 2022

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	6/2/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	\$ 135,000,000	1.07	1.07	\$ 100.00	\$ -	\$ 135,000,000
Purchase	6/6/22	12/5/22	Public Time Deposits	BANK OF SAN FRANCISCO	PPFT6Q6D2	10,000,000	1.64	1.64	100.00	-	10,000,000
Purchase	6/8/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	80,000,000	1.03	1.03	100.00	-	80,000,000
Purchase	6/9/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	45,000,000	1.07	1.07	100.00	-	45,000,000
Purchase	6/10/22	6/10/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENYH7	100,000,000	2.63	2.69	99.87	-	99,871,000
Purchase	6/10/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	20,000,000	1.03	1.03	100.00	-	20,000,000
Purchase	6/13/22	6/13/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENYQ7	50,000,000	2.95	2.97	99.95	-	49,975,500
Purchase	6/14/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	15,000,000	1.07	1.07	100.00	-	15,000,000
Purchase	6/17/22	6/17/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENYX2	25,000,000	3.25	3.31	99.88	-	24,970,500
Purchase	6/17/22	6/17/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENYX2	25,000,000	3.25	3.31	99.88	-	24,970,750
Purchase	6/17/22	6/17/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENYX2	50,000,000	3.25	3.28	99.94	-	49,970,000
Purchase	6/20/22	12/19/22	Public Time Deposits	BRIDGE BANK	PPFR6ZB99	10,000,000	2.39	2.39	100.00	-	10,000,000
Purchase	6/21/22	6/15/23	Negotiable CDs	ROYAL BANK OF CANADA NY	78012U6W0	50,000,000	3.71	3.71	100.00	-	50,000,000
Purchase	6/21/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	100,000,000	1.03	1.03	100.00	-	100,000,000
Purchase	6/21/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	150,000,000	1.07	1.07	100.00	-	150,000,000
Purchase	6/22/22	10/12/22	Commercial Paper	MUFG BANK LTD NY	62479MKC6	50,000,000	0.00	2.34	99.28	-	49,639,111
Purchase	6/23/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	25,000,000	1.03	1.03	100.00	-	25,000,000
Purchase	6/23/22	10/20/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HKL7	50,000,000	0.00	2.37	99.22	-	49,611,597
Purchase	6/24/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	65,000,000	1.03	1.03	100.00	-	65,000,000
Purchase	6/27/22	10/21/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HKM5	50,000,000	0.00	2.44	99.22	-	49,610,111
Purchase	6/27/22	10/26/22	Commercial Paper	MUFG BANK LTD NY	62479MKS1	50,000,000	0.00	2.47	99.18	-	49,588,264
Purchase	6/28/22	6/15/23	Negotiable CDs	ROYAL BANK OF CANADA NY	78012U7H2	50,000,000	3.68	3.68	100.00	-	50,000,000
Purchase	6/28/22	6/28/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENZS2	25,000,000	3.10	3.13	99.95	-	24,987,500
Purchase	6/28/22	6/28/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENZS2	25,000,000	3.10	3.13	99.95	-	24,986,500
Purchase	6/28/22	6/28/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENZS2	50,000,000	3.10	3.13	99.95	-	49,973,000
Purchase	6/29/22	7/1/22	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	145,000,000	1.27	1.27	100.00	-	145,000,000
Purchase	6/30/22	7/1/22	Money Market Funds	BLACKROCK LIQ INST GOV F	09248U718	100,000,000	1.03	1.03	100.00	-	100,000,000
Purchase	6/30/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	512,288	1.03	1.03	100.00	-	512,288
Purchase	6/30/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	150,000,000	1.03	1.03	100.00	-	150,000,000
Purchase	6/30/22	7/1/22	Money Market Funds	FIDELITY INST GOV FUND	31607A703	11,396	0.97	0.97	100.00	-	11,396
Purchase	6/30/22	7/1/22	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	26,899	1.27	1.27	100.00	-	26,899
Purchase	6/30/22	7/1/22	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	150,000,000	1.27	1.27	100.00	-	150,000,000
Purchase	6/30/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	597,009	1.07	1.07	100.00	-	597,009
Purchase	6/30/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	135,000,000	1.07	1.07	100.00	-	135,000,000
Purchase	6/30/22	7/1/22	Money Market Funds	STATE ST INST US GOV MM-	85749T517	348,549	1.06	1.06	100.00	-	348,549
Subtotals						\$1,986,496,141	1.46	1.71	\$ 99.91	\$ -	\$1,984,649,974
Sale	6/3/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	\$ 26,000,000	1.07	1.07	\$ 100.00	\$ -	\$ 26,000,000
Sale	6/6/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	102,000,000	1.07	1.07	100.00	-	102,000,000
Sale	6/7/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	24,000,000	1.07	1.07	100.00	-	24,000,000
Sale	6/10/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	96,000,000	1.07	1.07	100.00	-	96,000,000
Sale	6/13/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	22,000,000	1.03	1.03	100.00	-	22,000,000
Sale	6/15/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	72,000,000	1.03	1.03	100.00	-	72,000,000
Sale	6/17/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	35,000,000	1.03	1.03	100.00	-	35,000,000
Sale	6/22/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	95,000,000	1.03	1.03	100.00	-	95,000,000
Sale	6/27/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	52,000,000	1.03	1.03	100.00	-	52,000,000
Sale	6/28/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	66,000,000	1.03	1.03	100.00	-	66,000,000
Subtotals						\$ 590,000,000	1.05	1.05	\$ 100.00	\$ -	\$ 590,000,000

Investment Transactions

Pooled Fund

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	6/2/22	6/2/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHLY7	\$ 50,000,000	1.88	1.85	100.00	\$ 468,750	\$ 50,468,750
Maturity	6/2/22	6/2/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EHLY7	50,000,000	1.88	1.88	100.00	468,750	50,468,750
Maturity	6/6/22	6/6/22	Public Time Deposits	BANK OF SAN FRANCISCO	PPES5U4Q0	10,000,000	0.13	0.13	100.00	6,572	10,006,572
Maturity	6/8/22	6/8/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HF82	50,000,000	0.00	0.20	100.00	-	50,000,000
Maturity	6/9/22	6/9/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMF64	58,735,000	0.06	0.08	100.00	17,621	58,752,621
Maturity	6/14/22	6/14/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFE9	50,000,000	0.00	0.21	100.00	-	50,000,000
Maturity	6/15/22	6/15/22	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MTV7	100,000,000	0.30	0.30	100.00	162,500	100,162,500
Maturity	6/15/22	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	20,000,000	1.63	1.63	100.00	163,000	20,163,000
Maturity	6/15/22	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	25,000,000	1.63	1.63	100.00	203,750	25,203,750
Maturity	6/15/22	6/15/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELDK7	25,000,000	1.63	1.63	100.00	203,750	25,203,750
Maturity	6/15/22	6/15/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFF6	50,000,000	0.00	0.32	100.00	-	50,000,000
Maturity	6/15/22	6/15/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFF6	50,000,000	0.00	0.30	100.00	-	50,000,000
Maturity	6/15/22	6/15/22	U.S. Treasuries	US TREASURY	9128286Y1	50,000,000	1.75	0.08	100.00	437,500	50,437,500
Maturity	6/15/22	6/15/22	U.S. Treasuries	US TREASURY	9128286Y1	50,000,000	1.75	0.09	100.00	437,500	50,437,500
Maturity	6/17/22	6/17/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UT96	100,000,000	0.15	0.15	100.00	114,167	100,114,167
Maturity	6/20/22	6/20/22	Public Time Deposits	BRIDGE BANK	PPEJ79PT6	10,000,000	0.14	0.13	100.00	7,400	10,007,400
Maturity	6/22/22	6/22/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFN9	50,000,000	0.00	0.27	100.00	-	50,000,000
Maturity	6/24/22	6/24/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFQ2	60,000,000	0.00	0.31	100.00	-	60,000,000
Maturity	6/28/22	6/28/22	U.S. Treasuries	TREASURY BILL	912796W39	25,000,000	0.00	0.48	100.00	-	25,000,000
Maturity	6/30/22	6/30/22	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417MTY1	100,000,000	0.31	0.31	100.00	177,389	100,177,389
Maturity	6/30/22	6/30/22	Negotiable CDs	ROYAL BANK OF CANADA NY	78012UX42	50,000,000	0.20	0.20	100.00	67,778	50,067,778
Maturity	6/30/22	6/30/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114WMZ5	50,000,000	0.30	0.30	100.00	82,917	50,082,917
Maturity	6/30/22	6/30/22	Negotiable CDs	TORONTO DOMINION BANK NY	89114WQB4	50,000,000	0.53	0.53	100.00	109,681	50,109,681
Maturity	6/30/22	6/30/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFW9	50,000,000	0.00	0.19	100.00	-	50,000,000
Maturity	6/30/22	6/30/22	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233HFW9	50,000,000	0.00	0.24	100.00	-	50,000,000
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828XW5	25,000,000	1.75	1.77	100.00	218,750	25,218,750
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.11	100.00	31,250	50,031,250
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.09	100.00	31,250	50,031,250
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.08	100.00	31,250	50,031,250
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.09	100.00	31,250	50,031,250
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.09	100.00	31,250	50,031,250
Maturity	6/30/22	6/30/22	U.S. Treasuries	US TREASURY	912828ZX1	50,000,000	0.13	0.09	100.00	31,250	50,031,250
Subtotals						\$1,558,735,000	0.44	0.41	\$ -	\$ 3,535,273	\$1,562,270,273
Interest	6/1/22	12/1/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENGF1	\$ 25,000,000	0.50	0.57	0.00	0.00	\$ 61,806
Interest	6/1/22	12/1/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENGF1	25,000,000	0.50	0.57	0.00	0.00	61,806
Interest	6/1/22	12/1/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENGF1	75,000,000	0.50	0.59	0.00	0.00	185,417
Interest	6/2/22	6/2/23	Federal Agencies	FEDERAL HOME LOAN BANK	3130AMRY0	15,000,000	0.13	0.17	0.00	0.00	9,375
Interest	6/2/22	6/2/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMF31	100,000,000	0.13	0.16	0.00	0.00	62,500
Interest	6/3/22	12/3/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ELCP7	25,000,000	1.63	1.66	0.00	0.00	203,125
Interest	6/8/22	12/8/23	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3VC5	10,000,000	2.25	0.73	0.00	0.00	112,500
Interest	6/8/22	12/8/23	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3VC5	30,000,000	2.25	0.73	0.00	0.00	337,500
Interest	6/9/22	12/9/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENGQ7	50,000,000	0.92	0.93	0.00	0.00	230,000
Interest	6/9/22	12/9/24	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENGQ7	50,000,000	0.92	0.95	0.00	0.00	230,000
Interest	6/14/22	6/14/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMH96	50,000,000	0.13	0.26	0.00	0.00	31,250
Interest	6/14/22	6/14/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1XJ2	15,955,000	2.88	2.71	0.00	0.00	229,353
Interest	6/14/22	6/14/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1XJ2	17,980,000	2.88	2.70	0.00	0.00	258,463
Interest	6/14/22	6/14/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1XJ2	25,500,000	2.88	2.77	0.00	0.00	366,563
Interest	6/14/22	6/14/24	Federal Agencies	FEDERAL HOME LOAN BANK	3130A1XJ2	50,000,000	2.88	2.67	0.00	0.00	718,750
Interest	6/14/22	6/14/24	Supranationals	INTL BK RECON & DEVELOP	45906M3B5	100,000,000	1.98	1.98	0.00	0.00	445,500

Investment Transactions

Pooled Fund

Transaction	Settle	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Interest	6/14/22	12/14/22	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EMS45	50,000,000	0.11	0.12	0.00	0.00	27,500
Interest	6/15/22	6/15/23	U.S. Treasuries	US TREASURY	912828ZU7	50,000,000	0.25	0.19	0.00	0.00	62,500
Interest	6/15/22	6/15/23	U.S. Treasuries	US TREASURY	912828ZU7	50,000,000	0.25	0.18	0.00	0.00	62,500
Interest	6/15/22	6/15/23	U.S. Treasuries	US TREASURY	912828ZU7	50,000,000	0.25	0.25	0.00	0.00	62,500
Interest	6/15/22	12/15/23	U.S. Treasuries	US TREASURY	91282CBA8	50,000,000	0.13	0.30	0.00	0.00	31,250
Interest	6/15/22	12/15/23	U.S. Treasuries	US TREASURY	91282CBA8	50,000,000	0.13	0.72	0.00	0.00	31,250
Interest	6/15/22	12/15/23	U.S. Treasuries	US TREASURY	91282CBA8	50,000,000	0.13	0.69	0.00	0.00	31,250
Interest	6/16/22	12/16/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENHM5	45,000,000	1.17	1.20	0.00	0.00	263,250
Interest	6/16/22	12/16/25	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENHM5	50,000,000	1.17	1.20	0.00	0.00	292,500
Interest	6/17/22	6/17/25	Federal Agencies	FANNIE MAE	3135G04Z3	4,655,000	0.50	1.11	0.00	0.00	11,638
Interest	6/17/22	6/17/25	Federal Agencies	FANNIE MAE	3135G04Z3	10,000,000	0.50	1.11	0.00	0.00	25,000
Interest	6/20/22	12/20/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENHR4	25,000,000	0.68	0.71	0.00	0.00	85,000
Interest	6/20/22	12/20/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENHR4	25,000,000	0.68	0.70	0.00	0.00	85,000
Interest	6/20/22	12/20/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ENHR4	62,000,000	0.68	0.70	0.00	0.00	210,800
Interest	6/26/22	6/26/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM3S9	48,067,000	0.20	0.53	0.00	0.00	48,067
Interest	6/26/22	6/26/23	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EM3S9	50,000,000	0.20	0.22	0.00	0.00	50,000
Interest	6/30/22	6/30/23	U.S. Treasuries	US TREASURY	912828S35	50,000,000	1.38	1.61	0.00	0.00	343,750
Interest	6/30/22	6/30/23	U.S. Treasuries	US TREASURY	912828S35	50,000,000	1.38	0.24	0.00	0.00	343,750
Interest	6/30/22	6/30/23	U.S. Treasuries	US TREASURY	91282CCK5	50,000,000	0.13	0.26	0.00	0.00	31,250
Interest	6/30/22	6/30/25	Federal Agencies	FEDERAL HOME LOAN BANK	3130AN4A5	17,680,000	0.70	0.62	0.00	0.00	61,880
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.65	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.70	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.60	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.65	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.62	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.60	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.51	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	0.56	0.00	0.00	62,500
Interest	6/30/22	6/30/25	U.S. Treasuries	US TREASURY	912828ZW3	50,000,000	0.25	1.04	0.00	0.00	62,500
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.90	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.85	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.73	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.74	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.71	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.77	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	0.90	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	1.05	0.00	0.00	218,750
Interest	6/30/22	6/30/26	U.S. Treasuries	US TREASURY	91282CCJ8	50,000,000	0.88	1.32	0.00	0.00	218,750
Interest	6/30/22	7/1/22	Money Market Funds	DREYFUS GOVERN CASH MGMT	262006208	678,592,464	1.03	1.03	0.00	0.00	512,288
Interest	6/30/22	7/1/22	Money Market Funds	FIDELITY INST GOV FUND	31607A703	14,369,461	0.97	0.97	0.00	0.00	11,396
Interest	6/30/22	7/1/22	Money Market Funds	FEDERATED GOVERNMENT OBL	608919718	306,135,211	1.27	1.27	0.00	0.00	26,899
Interest	6/30/22	7/1/22	Money Market Funds	MORGAN STANLEY INST GOVT	61747C707	879,461,896	1.07	1.07	0.00	0.00	597,009
Interest	6/30/22	7/1/22	Money Market Funds	STATE ST INST US GOV MM-	85749T517	400,624,322	1.06	1.06	0.00	0.00	348,549
Interest	6/30/22	12/31/24	U.S. Treasuries	US TREASURY	912828YY0	50,000,000	1.75	0.56	0.00	0.00	437,500
Interest	6/30/22	12/31/25	U.S. Treasuries	US TREASURY	91282CBC4	50,000,000	0.38	0.60	0.00	0.00	93,750
Interest	6/30/22	12/31/25	U.S. Treasuries	US TREASURY	91282CBC4	50,000,000	0.38	0.68	0.00	0.00	93,750
Interest	6/30/22	12/31/26	U.S. Treasuries	US TREASURY	91282CDQ1	50,000,000	1.25	2.55	0.00	0.00	312,500
Subtotals						\$4,881,020,356	0.90	0.95	\$ -	\$ -	\$ 10,669,431
Grand Totals		35	Purchases								
		(10)	Sales								
		(32)	Maturities / Calls								
		(7)	Change in number of positions								