



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, December 6, 2022, 10:00 a.m.

**LOCATION:** Legislative Chamber, Room 250, City Hall

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**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2483 700 6097# #

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](http://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](mailto: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.



ITEM	PAGE
1. Roll Call	
2. <b>[Final Approval on First Appearance]</b> Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - <b>ACTION*</b>	<b>5</b>
3. Approve the Minutes of the November 15, 2022 Meeting - <b>ACTION*</b>	<b>9</b>
4. Community Advisory Committee Report – <b>INFORMATION*</b>	<b>19</b>
5. Appoint One Member to the Community Advisory Committee- <b>ACTION*</b>	<b>29</b>
6. Allocate \$9,312,182 in Prop K Funds, with Conditions, and Allocate \$1,000,000 in Prop AA Funds, for Ten Requests – <b>ACTION*</b>	<b>37</b>
<b>Projects:</b> SFMTA: Replace 18 Paratransit Vehicles (\$2,273,920), Replace 27 Paratransit Vehicles – Additional Funds (\$370,353), Traffic Signal Upgrade Contract 36 (\$2,367,909), Bicycle Facility Maintenance (\$200,000), Sloat and Skyline Intersection Improvements (\$190,000), Bicycle Safety Education and Outreach (\$110,000), Howard Streetscape (\$500,000), Folsom Streetscape (\$3,200,000), and 29 Sunset Improvement Phase (\$1,000,000). SFPW: Jane Warner Plaza (NTIP Planning) (\$100,000).	
7. Amend San Francisco’s One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency’s (SFMTA’s) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority’s (SFCTA’s) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA’s West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA’s Light Rail Vehicle Procurement Project; and Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges – <b>ACTION*</b>	<b>53</b>
8. Adopt the San Francisco Transportation Plan 2050- <b>ACTION*</b>	<b>89</b>
9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2022 – <b>INFORMATION*</b>	<b>145</b>

## Other Items

### ITEM

10. Introduction of New Items – **INFORMATION\***
- During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.
11. Public Comment



## ITEM

**12. Adjournment****\*Additional Materials**

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

The meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://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.

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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](http://www.sfethics.org).

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RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS  
UNDER CALIFORNIA GOVERNMENT CODE SECTION 54953(E)

WHEREAS, California Government Code Section 54953(e) empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 ("COVID-19") pandemic, and that state of emergency remains in effect; and

WHEREAS, On February 25, 2020, the Mayor of the City and County of San Francisco (the "City") declared a local emergency, and on March 6, 2020 the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, While Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, regardless of vaccination status, to prevent the spread of COVID-19, and the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at [www.sfdph.org/healthorders](http://www.sfdph.org/healthorders)) and one directive (Health Officer Directive No. 2020-33i, available online at [www.sfdph.org/directives](http://www.sfdph.org/directives)) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of



Occupational Safety and Health (“Cal/OSHA”) has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City’s Department of Public Health, in coordination with the City’s Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California’s indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

WHEREAS, The San Francisco County Transportation Authority Board began meeting in person on April 12, 2022, allowing members to participate by teleconferencing from a separate location for COVID-related health reasons and providing members of the public an opportunity to observe and provide public comment either in person or remotely; now, therefore, be it

RESOLVED, That San Francisco County Transportation Authority Board finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, San Francisco County Transportation Authority Board has considered the circumstances of the state of emergency.

2. As described above, because of the COVID-19 pandemic, conducting



meetings of this body and its committees in person without allowing certain members of this body to attend remotely would present imminent risks to the health or safety of certain attendees due to COVID-19, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, the San Francisco County Transportation Authority Board and its Personnel Committee will hold in-person meetings, with some members possibly appearing remotely. If all members of the San Francisco County Transportation Authority Board are unable to attend in person for COVID-related health reasons, then the San Francisco County Transportation Authority Board and its Personnel Committee will hold the meeting remotely without providing an in-person meeting location. The Community Advisory Committee ("CAC") will continue to hold meetings exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). All meetings of the San Francisco County Transportation Authority Board and its committees will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.

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# DRAFT MINUTES

## San Francisco County Transportation Authority

Tuesday, November 15, 2022

### 1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m.

**Present at Roll Call:** Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, and Walton (8)

**Absent at Roll Call:** Commissioners Chan (entered during item 2), Safai (entered during item 2), and Stefani (entered during Item 2) (3)

### 2. Chair's Report – INFORMATION

Chair Mandelman was pleased to report that Prop L passed with 71% and the Chair thanked his colleagues for their unanimous support to put it on the ballot and thanked the San Francisco voters for recognizing the importance of investing in San Francisco's transportation system. He said Prop L will generate \$2.6 billion over the next 30 years that will fund a plethora of projects guided by the expenditure plan which was developed by the Expenditure Plan Advisory Committee that was made up of a diverse group of community members. Prop L will help the city's economic recovery by helping the Transportation Authority leverage billions of dollars in federal and state infrastructure grants which the Chair hoped would help fund projects such as Downtown Rail Extension and repair of streets and roads. The Chair noted that Prop L would not have been successful without the support of a broad-based coalition. He thanked these groups as well as Executive Director Tilly Chang and staff as well as Charlie Lavery, Rudy Gonzales, Bevan Dufty, Carl Guardino, Anne Eagan, Jim Sterns, Daniel Anderson, Dave Ho, Dixon Lee and all the other folks in business labor, and community groups.

Chair Mandelman discussed World Day of Remembrance which was November 20<sup>th</sup>. He sent his deep condolences to the families of victims of traffic violence and referenced the Vision Zero items that would be heard later during the meeting.

Finally, he congratulated Michelle Bouchard who was named Caltrain's first dedicated CEO-General Manager. Chair thanked Commissioners Walton and Peskin for their efforts in securing an independent Executive Director for Caltrain and said he looked forward to continued partnership with Caltrain.

Commissioner Melgar commented that she was anxious for the passage of Prop L because those funds were key to funding infrastructure on the west side of the city. Commissioner Melgar thanked Chair Mandelman for taking it so seriously and being strategic. She also thanked Charlie Lavery of Local 3 who did so much hard and strategic work during the campaign. Finally, she thanked Director Tilly Chang for what the investment would mean for her district and the kids that lived there.

Chair Mandelman thanked Vice Chair Peskin, Commissioners Walton, Melgar, Safai, and Mar in



particular for their help during the campaign.

Vice Chair Peskin commended Chair Mandelman for a job well done.

There was no public comment.

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

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

**4. Approve the Minutes of the November 8, 2022 Meeting – ACTION**

There was no public comment.

Commissioner Mar moved to approve the minutes, seconded by Commissioner Peskin.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Dorsey (1)

## Consent Agenda

**5. [Final Approval] Appoint Jerry Levine to the Community Advisory Committee — ACTION**

**6. [Final Approval] Allocate \$790,000, in Prop K Funds and Appropriate \$175,516, with Conditions, for Three Requests — ACTION**

**Projects:** BART: Hearing Loop at San Francisco Stations (\$150,000). SFCTA: Brotherhood Way Safety and Circulation Plan (\$175,516). SFMTA: Beale Street Bikeway and Transit Lane (\$640,000).

**7. [Final Approval] Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed \$1,025,000 — ACTION**

**Contracts:** SPTJ Consulting (\$400,000 for 1-year-term), Meyers-Nave; Nossaman LLP; and Fennemore LLP (\$325,000 for 1-year-term), Office of the City Attorney (\$300,000 for a three-year term).

There was no public comment.

Commissioner Melgar moved to approve the Consent Agenda, seconded by Commissioner Mar.

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

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

Absent: Commissioner Dorsey (1)

## End of Consent Agenda

**8. Vision Zero-Walk SF's Making San Francisco a 'Safe Speeds City': Solutions to Slow Our Streets and Save Lives Report — INFORMATION**



Jodie Medeiros, WalkSF Executive Director, and Marta Lindsey, Walk San Francisco Communications Director, presented the item.

Commissioner Ronen asked SFMTA staff why it was taking so long to implement the lower speed limits on streets that had been identified as a priority for Assembly Bill (AB) 43 (Friedman). Jamie Parks, SFMTA Livable Streets Director, answered that the sign shop had installed 20 mph signs on 21 corridors to date (more than any other California city) and was on track to slow 30 corridors in the next year. He said that while there could be more done to accelerate the work, he was pleased with the progress made so far.

Commissioner Ronen congratulated Mr. Parks and asked if there was a way to speed up the progress, given the success of speed reduction in the Tenderloin neighborhood, and to explain why it was taking so long. Mr. Parks answered that the pace was driven by capacity and making sure that all other priorities were also addressed by SFMTA crews. He said that in terms of 20 mph signs in business districts, SFMTA was looking into ways to exceed the current commitment of 30 corridors. Mr. Parks added that the second part of AB 43, extension beyond business districts, wouldn't go into effect until 2024 but SFMTA would be ready to implement immediately after the second portion of AB 43 went into effect.

Commissioner Ronen asked Mr. Parks to explain what steps were needed to change the speed of a street. Mr. Parks answered that, in general, speed limit setting was governed by the California Vehicle Code and a change would require an engineering and traffic study to show that the recommended speed was appropriate for a street, followed by SFMTA Board adoption, and installation by City crews and effective spacing (one-eighth of a mile for 20 mph signs) of sign installations.

Commissioner Ronen asked WalkSF to comment on SFMTA's 20 mph sign installation progress and goal for the upcoming year. Ms. Medeiros commended and thanked SFMTA for their work in the Tenderloin neighborhood and said they worked very hard to get AB 43 passed. She continued that WalkSF saw sign installation as a very low-cost way to get results.

Commissioner Ronen commented that the signage was among the most effective ways of saving lives and that it was a horrible year for traffic fatalities, so this should be a top priority. She asked for staff to re-double efforts to be more ambitious especially using such an effective strategy.

Commissioner Mar thanked WalkSF for the presentation and their work. He shared a recent incident of traffic violence experienced in his district and asked what more could be done to lower speed limits around schools and senior facilities.

Ms. Medeiros agreed that seniors and children should be a top priority to be kept safe and urged SFMTA to escalate the recommended locations for seniors, children, and equity priority areas to the top of the list. She suggested that the Board could ask about the locations of quick build projects for 2023 and obtain a map of wide streets on the High Injury Network near schools, parks, and senior facilities.

Commissioner Mar asked Mr. Parks to provide an update on the 2020 senior zones policy. Mr. Parks said he would follow up with the Board but believed that all work to lower speed limits around school zones and senior facilities had been completed and SFMTA was currently working on engineering treatments to complement those speed limit reductions, including speed humps.

Commissioner Mar asked how far the zones extended for senior facilities, citing the recent incident on Santiago Street and 24th Avenue where two seniors were struck by a speeding vehicle. Mr. Parks said he would follow-up with the specific definition of what was allowed.



Commissioner Melgar said she was frustrated by the City's pace of addressing safe speeds and that she wanted to see a wider response. She continued that due to the focus on high crash areas in denser areas, her district would always be left behind despite being home to many schools with heavy foot traffic and wide streets. Commissioner Melgar asked why the default couldn't be lower speed limits, citing Alameda's 2009 transportation plan as an example, which called for lower streets citywide with some exempted corridors. She continued that the way the city was planned in the past was very different from the way residents lived it today and wondered if SFMTA could integrate this into their overall plan.

Mr. Parks answered that in general the default speed limit in San Francisco was 25 mph but going below that was in the new part of the state law and SFMTA was restricted in its authority for making the speed limit changes beyond designated corridors.

Commissioner Melgar asked why drivers were going 40 and 50 mph on streets like Brotherhood Way if the speed limit was 25 mph. Mr. Parks clarified that the default speed limit on residential streets without a sign was 25 mph and speed limits on streets like Brotherhood Way had been set previously by the state law and SFMTA was looking at changes in the code to reduce those speed limits but that complementary treatment such as engineering of such streets was needed.

Commissioner Preston recognized the progress made, particularly some experimental work with quick builds during the pandemic. He echoed sentiments on pursuing the recommendations with the utmost urgency with funding and capacity, and getting these improvements done as quickly as possible. He asked about reducing the number of lanes on streets, citing Fell Street as an example, and why there were any four- and five-lane streets in San Francisco.

Ms. Medeiros opined that lane volume reduction was possible with tracking throughput on streets and SFMTA was working on that with the Tenderloin resulting in lower speeds. She continued that WalkSF was working on neighborhood streets like Lake Merced, Fulton, Oak, and Franklin to advocate for converting them into one-way narrow streets with reduced speeds.

Commissioner Preston asked if there was a barrier to implementing lane reductions across the city and whether it was by practice or state law.

Mr. Parks answered it was just a practical consideration, going street by street and making informed judgement on the number of lanes, but there was no citywide policy on the number of lanes. Commissioner Preston commented that there was not a street in his district that needed to be more than three lanes wide and said that if other Commissioners agreed, it would be great to have that as a default with some specific exceptions.

Commissioner Walton thanked WalkSF for their work with the communities and involving them in the process. He added that treatments like speed humps and cushions in his district had been helpful but speeding around schools was still a major concern and his office would continue to work with WalkSF to get people to slow down.

Commissioner Dorsey asked about the types and locations of schools and senior facilities that WalkSF would recommend SFMTA prioritize for lane and speed reduction.

Ms. Lindsey answered that a systematic approach was needed, rather than at each specific area one by one. She said this approach would help the city get to Vision Zero faster.

Commissioner Safai commented that his district had former freeways like Alemany Boulevard and Geneva Avenue that were bound by current freeways, and were not treated for pedestrian safety by Muni Forward until many years and fatalities later. He thanked WalkSF, Transportation



Authority and SFMTA staff for implementing traffic calming measures in his district.

Commissioner Chan asked Mr. Parks about the 30 corridors per year commitment. Mr. Parks answered that it would be 30 corridors within business districts but would need to see what it looked like for residential streets, which could be years after or right after the business corridors were finished.

Commissioner Chan asked for verification of the five school zones per year goal. Mr. Parks answered that all sign installations for 15 mph school zones had been completed, and that SFMTA had full-time engineer to help schools adjust the length for loading zones or safety cone placement. He continued that for schools with particular challenges, there was a program to conduct five specialized walk audits per year involving the school community and stakeholders to address and fund needed improvements.

Commissioner Chan asked how the amount of school safety audits could be increased since the dedicated number was not even averaging one school per district. Mr. Parks answered that SFMTA was funded at five school walk audits per year but would be open to reconsidering the number going forward.

Commissioner Chan asked what the existing budgeted funding was for the five school safety audits. Mr. Parks answered that SFMTA budgeted a little over \$50,000 per school for community work and implementation like signs, markings, and speed humps. Commissioner Chan responded that since the implementation of Vision Zero, there has not been a conversation about how to ensure walking audits for all schools. Mr. Parks replied that it was a great time to reconsider the number of walk audits per year and SFMTA staff would like to have that conversation.

During public comment, Emily Houston supported the recommendations in the report, particularly those to keep working on quick builds, speed humps, and lane reductions to help reduce injury and improve street safety for households in San Francisco that don't own cars.

Eso Echo reminded people about zero deaths as the goal for Vision Zero and asked the city to work faster on Vision Zero.

Richard Rockman said there needed to be more oversight at SFMTA, as motorists were not complying with speed limit signs in their neighborhood and improvements were taking years to implement. He suggested that the Vision Zero Committee begin meeting again.

Paul Liao, Barbary Coast Neighborhood Association member, supported the recommendations made by Walk SF and commended the SFMTA for the progress made and said much more needed to be done, citing the enforcement recommendation from the report.

Rick Burley supported the recommendations to slow cars, speed up quick builds, and consolidate and expand slow streets.

Peter Belden, Potrero Boosters Neighborhood Association Vice President, said sign installation should be done first with outreach done after, while hands-on experience of the safety treatments and quick builds were needed to get the city back on track with Vision Zero.

Steven Bingham requested the calendar be sped up by a year to implement the traffic calming measures sooner to prevent additional traffic fatalities.

Eliana Cornae supported the recommendations from WalkSF .

Francisco DaCosta said that Vision Zero did not exist on San Bruno Avenue, as it had been



difficult to get traffic calming on the street for several years.

John said they could not get poll workers in certain districts and that it was not equitable due to wide, fast, and dangerous roads that posed barriers for poll workers in certain areas.

Kara supported the recommendations, including reduced speeds, additional stop signs and lighting.

Paul Rivera, a District 1 resident, witnessed over 20 collisions including one the day his family moved into their new home. He said speeding motorists crashed into his neighbor's home and a traffic light. He pleaded that more be done before more people were injured and more lives were lost. He thanked WalkSF for their advocacy.

Naj Daniels, Transportation Authority Community Advisory Committee member, said the time taken for outreach to the community and drivers was necessary so that all voices were heard. She continued that there were often quick builds and projects with unintended effects that clogged traffic and made it unintentionally unsafe for drivers.

**9. Vision Zero-San Francisco Department of Public Health's 2022 Vision Zero High Injury Network – INFORMATION**

Devan Morris, San Francisco Department of Public Health (DPH)– Center for Data Science Integrated Business Systems Analyst, and Seth Pardo, DPH – Director, Center for Data Science, Population Health Division, presented the item.

Chair Mandelman asked how often the High Injury Network map would be updated going forward. Mr. Pardo answered that the map was usually updated every three years.

Chair Mandelman asked if the methodology changed between maps since it had been five years. Mr. Pardo answered that it should not have changed, and that the timeframe was unusual because of dramatic traffic changes due to the pandemic.

During public comment, Jodie Medeiros, WalkSF Executive Director, said they were pleased that the map was updated as the information affected the work of the SFMTA. She said it was hard to see more streets added to the High Injury Network. She requested that the commissioners give SFMTA and city agencies all of the necessary resources as quickly as possible to address all High Injury Network streets by 2024.

Nick Giorgio, WalkSF Campaign Associate, said the value of human life outweighed the cost to implement traffic calming measures and asked the city to ramp up activities to make Vision Zero a reality.

Sarah Benton spoke on some personal matters.

Francisco DaCosta asked for a focus on safety treatments on San Bruno Avenue and said there was no meaningful consulting of constituents on street changes.

Martin Nunez supported no right turns on red citywide, and an increase in funding SFMTA's Vision Zero efforts, and WalkSF's efforts given the passing of Proposition L.

Roland Lebrun suggested adding hot spots to the High Injury Network map to highlight areas of focus and rethinking how transfers between modes of transportation could be designed to decrease fatalities for people making transfers.

**10. Vision Zero-San Francisco Municipal Transportation Agency's Safe Streets Evaluation Program 2022 Report – INFORMATION**



Brian Liang, SFMTA Senior Transportation Planner, presented the item.

Commissioner Preston asked Mr. Liang to confirm that the proposal for the citywide network of Slow Streets would be presented to the SFMTA Board in December. Jamie Parks, Director of Livable Streets at the SFMTA, replied that the intent was to present the Slow Streets program to the SFMTA Board on December 6th but he could not confirm until the agenda was set.

Commissioner Preston asked for clarification that the presentation to the SFMTA Board was supposed to include a vision for a citywide network of safe streets of which Slow Streets was one part. Mr. Parks answered that the vision would be larger than Slow Streets but that the action would be adoption of the Slow Streets program.

Commissioner Preston asked what the process would be to implement no right turns on red citywide. Mr. Parks answered that a policy could be developed but enforcement per state law would require signs at each street corner. Commissioner Preston responded that it sounded like the SFMTA Board would need to lobby for state law change.

Commissioner Safai commented that in addressing safety concerns around schools, there wasn't a comprehensive plan to assess the needs of all schools in his district. He asked when the crossing guard program would resume since schools had re-opened since the pandemic. Commissioner Safai also supported the suggestions for no turns on red, lowering speeds citywide, and a comprehensive plan for addressing safety needs at all schools during drop-off and pickup, including safe zones around schools in which no cars were allowed. He asked SFMTA staff to comment on school safety.

Mr. Parks replied that the crossing guard program was active with 170 guards citywide but there was a pause in expanding the program to additional schools due to staffing shortages. He said staff was working to fill openings at schools with existing programs before considering new schools. He added that SFMTA was committed to building the speed humps on Sargent Street at Jose Ortega Elementary School as part of the Schools Engineering program. Mr. Parks said a larger review of school area safety planning could be presented to the Board.

Commissioner Safai asked if SFMTA had a plan for drop-off safety at schools. Mr. Parks answered that SFMTA did have a Safe Routes to Schools program, with work being done continuously on drop-off and pick-up safety with engineers dedicated to helping schools with loading issues as needed. He also said that the SFMTA Board was interested in expanding the school walking audits. Commissioner Safai responded that he would like to see more effort put into the program by coming up with a comprehensive plan around school safety.

Commissioner Mar said it was good to see the evaluations showed that projects were helping to meet key metrics for reducing collisions and vehicle speeds. He asked how to increase the number of people biking, and asked SFMTA to elaborate on the bike volume findings in the evaluation.

Mr. Liang answered that data was collected in two ways, pneumatic tubes laid out on streets and analysis during commute peaks. He said there were more quick build locations evaluated than capital projects since quick build near-term reversible treatments were easier and faster to install.

Commissioner Mar commented that it was interesting that bike volumes at quick build locations were higher than capital project volumes where projects were more robust. Mr. Liang clarified that the volume count was of total increases, citing the Valencia Street northern pilot as an example, but said it did not exclude high increases associated with capital projects, citing



Masonic Avenue as an example.

Commissioner Mar asked if the bike volume increase helped meet Vision Zero goals. Mr. Liang replied in the affirmative and said that bike volume and usage of bike facilities indicated people's perception of how safe it was to travel by bike.

Commissioner Mar asked that since the Sunset Neighborways did not seem to lead to significant increases in bike volume if SFMTA could draw on the successes of other locations to increase bike volume. Mr. Liang replied in the affirmative and added that there were other tools that could be more appropriate for certain Sunset District streets that could improve comfort by bike travel.

During public comment, Jodie Medeiros, WalkSF Executive Director, asked for a systematic, comprehensive approach to street safety throughout the city. She asked, with the updated High Injury Network and passing of Proposition L, that the Board have more frequent presentations from city agencies to help meet the goal of ending severe traffic crashes and deaths by 2024.

Richard Rothman said SFMTA wasn't addressing the safety improvement requests from the Richmond District, particularly the request for flashing beacons at crosswalks rather than stop signs and asked for SFMTA to pay more attention to the Richmond District.

Karen Rose said she supported the recommendations by WalkSF so that everyone was able to reach their destinations safely, regardless of age, ability, income, ethnicity or mode of transit, and to implement solutions immediately before more lives were lost.

Jay Bain asked that more information be made available to the public to show the improvements to safety resulting from quick build and more permanent capital improvements.

Francisco DaCosta said a needs assessment should be conducted and that it should take no more than a maximum of five years for projects to be completed.

## Other Items

### 11. Introduction of New Items – INFORMATION

Vice Chair Peskin recalled how in 2019 the Transportation Authority Board voted to fund the Chinatown Pedestrian Safety and Neighborhood Transportation Plan and the Portsmouth Square Circulation Study with the intent to maximize opportunities for Vision Zero improvements in parallel with the Portsmouth Square Masterplan. Vice Chair Peskin was happy to announce that in the past budget cycle, Assemblymember Ting had secured \$6 million for continued resiliency and community investments, including \$1 million to finalize the Transportation Authority's community based recommendations around Walter U. Lum Place. Vice Chair Peskin said he wanted to especially thank Assemblymember Ting given that he does not represent that district. Vice Chair Peskin requested an update at an upcoming Board meeting on how the Transportation Authority, Recreation and Parks Department, and SF Public Works were working to ensure these were funds folded into construction plans and a report on the updated designs for Walter U. Lum Place and Portsmouth garage entrance.

### 12. Public Comment

During public comment, Richard Rothman urged commissioners to look at the data maps for Props I, J and L. According to his analysis, the maps show how divided the city was between east and west with these these propositions. He believed part of the reason for this was due to parts of the west side, specifically the Richmond, being left out of the mobility study. He said that as





city leaders it is their job to unite the city and be able to compromise. He laments that he, like many other senior San Francisco residents, felt alienated and not welcome in the city anymore.

A caller countered some information provided by the previous caller around the election results for Prop I, stating that the election map shows that not a single district voted in favor of Prop I.

**13. Adjournment**

The meeting was adjourned at 12:37 a.m.

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# DRAFT MINUTES

## Community Advisory Committee

Wednesday, November 30, 2022

### 1. Committee Meeting Call to Order

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

CAC members present at Roll: Sara Barz, Rosa Chen, Najuawanda Daniels, Jerry Levine, Rachael Ortega, Kevin Ortiz, Eric Rozell, and Kat Siegal (8)

**CAC Members Absent at Roll: (0)**

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

There was no public comment on the resolution.

Member Siegal moved to approve the resolution, seconded by Member Barz.

The resolution was approved by the following vote:

Ayes: Barz, Chen, Daniels, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Nays: (0)

### 3. Election of Community Advisory Committee Chair – ACTION

Vice Chair Ortiz thanked former Chair David Klein for his service to the CAC and explained that when his term expired he had elected to spend more time volunteering at his son's school and being with family rather than seeking reappointment. He then called for nominations for Chair.

Member Levine and Member Rozell nominated Vice Chair Ortiz who accepted the nomination.

There were no further nominations for Chair.

There was no public comment.

The item was approved by the following vote:

Ayes: Barz, Daniels, Chen, Levine, Rozell, Siegal, and Tannen (7)

Nays: (0)

Abstain: Ortiz (1)

### 4. Chair's Report – INFORMATION

Chair Ortiz reported that Prop L passed with 71.79% of the vote, adopting a new 30-year Transportation Expenditure Plan and extending the half-cent sales tax to fund it, noting it supersedes Prop K on April 1, 2023. Chair Ortiz recognized CAC members Rosa Chen and Eric Rozell for the many hours that they served as part of the Expenditure Plan Advisory Committee which helped to shape the new plan and said the CAC would look forward to working with staff on implementing the new measure.



There was no public comment.

**5. Nominations for 2023 Community Advisory Committee Chair and Vice Chair— ACTION**

Chair Ortiz called for nominations for Chair for calendar year 2023, noting that the elections would be held at then .

Member Siegal nominated Chair Ortiz who accepted the nomination.

There were no further nominations for Chair.

Chair Ortiz called for nominations for Vice Chair.

Member Levine nominated Member Rozell who expressed appreciation but declined the nomination.

Chair Ortiz nominated Member Siegal who accepted the nomination.

There were no further nominations for Vice Chair.

There was no public comment.

## **Consent Agenda**

**6. Approve the Minutes of the October 26, 2022 Meeting – ACTION**

**7. Approve the 2023 Community Advisory Committee Meeting Schedule – ACTION**

**8. Community Advisory Committee Vacancies – INFORMATION**

**9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2022 – INFORMATION**

**10. Major Capital Project Update: Caltrain Modernization Program - INFORMATION**

There was no public comment on the Consent Agenda.

Member Siegal moved to approve the Consent Agenda, seconded by Member Rozell.

The Consent Agenda was approved by the following vote:

Ayes: Barz, Chen, Daniels, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Nays: (0)

## **End of Consent Agenda**

**11. Adopt a Motion of Support to Allocate \$9,202,182 in Prop K Funds, with Conditions, and Allocate \$1,000,000 in Prop AA Funds, for Nine Requests – ACTION**

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

Member Sara Barz asked if the state mandate to electrify all vehicles applied to paratransit vehicles.

Becky Chen, Project Engineer at SFMTA, replied that the electric vehicle mandate from the California Air Resources Board applied to paratransit vehicles. She stated that the paratransit electric vehicle pilot would test and evaluate the reliability and serviceability of the electric



paratransit vehicle, including the ability to meet San Francisco's service needs which involved climbing hills with loaded passengers.

Member Barz asked when the deadline was to meet the state mandate to electrify vehicles.

Gary Chang, Manager of Transit Program Delivery at SFMTA, replied that the deadline was in 2035.

Member Barz asked what the average life of a gasoline paratransit vehicle was.

Ms. Chen replied that the useful life of a [gas-powered] paratransit vehicle was five years.

Member Barz noted that the gasoline paratransit vehicles procured through these requests would be replaced before the 2035 deadline to electrify all vehicles in California.

During public comment, Edward Mason asked about the mileage that paratransit vehicles accumulated in five years and asked if SFMTA had considered merging procurements with other agencies in the Bay Area for a group purchase to reduce the price of vehicles. He asked if the materials used for the Bicycle Facility Maintenance project would generate microplastics. He asked if the new bus signage for the 29 Sunset Improvement would be solar powered instead of powered through electrical conduits that require trenching. He stated that stop removals would require people on crutches and people with disabilities to walk a longer distance, which is concerning. He asked why there was a \$500 fee for the City Attorney in the Bicycle Facility Maintenance project.

Member Siegal moved to approve the item, seconded by Member Ortega. The item was approved by the following vote:

Ayes: Barz, Chen, Daniels, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Nays: (0)

- 12. Adopt a Motion of Support to Amend San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency's (SFMTA's) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority's (SFCTA's) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA's West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA's Light Rail Vehicle Procurement Project; and, Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges – ACTION\***

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

Member Barz asked if this request was fundamentally to exchange funds between the two projects.

Ms. Laforte explained that that was a main focus and that the action included redirecting \$5 million in OBAG funds from the Bayview Multimodal Corridor project that was now fully funded with other funds to bring the total West Side Bridges funding to \$14,899 million. She continued to clarify the proposed fund exchange of \$14.899 million in OBAG funds for West Side Bridges with an equivalent amount of Prop K funds allocated to the SFMTA's Light Rail Vehicle (LRV) Procurement project. She said that the fund exchange would allow the West Side Bridges project to award the construction contract in March 2023, which was sooner than the OBAG funds would be available. She said the OBAG funds would be available shortly thereafter, and the LRV



project would use the OBAG funds while West Side Bridges would use the requested Prop K funds.

Member Barz asked for confirmation that there were no significant downsides or trade-offs for any of the involved projects and commented on the good work staff had done to figure out funding solutions.

Ms. Laforte confirmed this high-level takeaway was correct.

Maria Lombardo, Chief Deputy Director, shared her appreciation for SFMTA's support for the fund exchange. She said it was a good thing that we had so much local money in the LRVs as it allowed for the Transportation Authority to be able to make this exchange work with no harm to the LRV project.

Member Ortega asked about LRV procurement and the new vehicles were for citywide use or just for Treasure Island.

Ms. Laforte responded that these were two separate projects involved in the fund exchange. She explained that the LRV procurement project replaces the existing citywide Muni fleet of 151 vehicles with new vehicles. She noted the new LRVs are already rolling out and providing service citywide.

Member Ortega thanked the staff for the clarification and expressed support for the new LRVs.

There was no public comment.

Member Jerry Levine moved to approve the item, seconded by Member Sara Barz.

The item was approved by the following vote:

Ayes: Barz, Chen, Daniels, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Nays: (0)

Absent: (0)

**13. Adopt a Motion of Support to Adopt the San Francisco Transit Plan 2050 – ACTION\***

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

Member Siegal asked why the San Francisco Transportation Plan (SFTP) could not increase Muni operating fundings above 2022 levels. Aliza Paz explained that it was a color of money issue. The plan includes \$8.2 billion of unspecified, flexible dollars, and if all of the money went to transit then the plan couldn't fund other priorities such as street safety. Mx. Paz noted that the Investment Plan responded to feedback and invested some money in transit service and other money elsewhere.

Member Siegel followed up by asking about the plan's 4% decrease in Vehicle Miles Traveled (VMT). Aliza Paz responded by clarifying VMT reductions represent a 2050 Investment Plan comparison to a baseline scenario.

Member Levine asked how often the SFTP would be updated. Aliza Paz responded that the plan would be updated every four years alongside Plan Bay Area updates.

Member Barz asked if the SFTP would help San Francisco achieve its goal to become a net zero greenhouse gas (GHG) emissions city by 2040, and if the SFTP was consistent with the Climate Action Plan (CAP). Aliza Paz explained that SFTP is consistent with the CAP, but the two plans have differences; for instance, there are more actions (including land use related) in the CAP and



the CAP is not financially constrained while the SFTP is financially constrained.

Member Ortega asked how additional funding in the Vision Plan would be prioritized if it is secured. Chief Deputy Director Maria Lombardo responded that there was a lot more need for funding than available revenues so that prioritization was an ongoing effort. She said the Vision Plan assumed \$15 billion in potential new revenues to show which might be able to be done to move closer to the plan goals if those new revenues were invested as indicated. She said another more ground-level example of prioritization was the Prop K allocation item earlier on the agenda where there are buckets of money for certain kinds of projects (e.g. traffic calming) and the CAC helps prioritize which particular traffic calming project should receive the funds.

Chair Ortiz asked how the SFTP would meet freeway needs such as removals and needs in other areas. Aliza Paz responded that the SFTP includes funds to plan for major transformational projects. That money could be leveraged to help increase funding and close some gaps, but they acknowledge that the needs were greater than available funds, so the city would need to seek more funding for these types of projects.

Member Barz asked about new sources of revenue and noted asked why the plan did not specify specific sources. Aliza Paz responded that the Transportation Authority looked at likely sources of funds to come up with the Vision Plan amount, but the plan did not go deeper than that (e.g. by specifying particular new revenue sources).

Chief Deputy Lombardo added that the main purpose of the SFTP 2050 Vision Plan was to underscore the need for new revenues by showing how much more the city could advance toward its transportation goals with new revenues. She said there would typically be a more focused effort when it comes to developing a specific new revenue measure, pointing to the Prop L Expenditure Plan Advisory Committee work as an example.

During public comment Edward Mason suggested that the next update of the SFTP have a section on demographics. He noted that birthrates have fallen and he wondered who would use major projects in the future. Mr. Mason referred to expenditures by the Link21 program, noted the current low occupancy of San Francisco office buildings, and wondered if trains would ever be full again.

Member Siegal moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: Barz, Chen, Daniels, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Nays: (0)

Absent: (0)

**14. Potrero Yard Modernization Update – INFORMATION\***

Jonathan Rewers, San Francisco Municipal Transportation Agency (SFMTA), presented the item staff memorandum.

Member Siegal asked for clarification regarding the rationale for the Battery Electric Bus Component of the project and the future mix of trolleybus and battery fleet. Mr. Rewers responded that the future facility would continue to serve trolleybus vehicles, as well as provided expanded capacity to support introduction of battery electric vehicles.

Chair Ortiz commended SFMTA for advancing the project and noted the participation of local



partners in the project's housing component, including Young Community Developers and the Mission Economic Development Agency.

During public comment, Edward Mason noted that SFMTA plans to retire diesel buses and asked if in 2050 there would be both trolleybuses and battery buses in Muni's fleet. Mr. Mason indicated that there had been past discussions regarding potential removal of overhead wires and noted that he had not seen a cost-benefit analysis of this approach. Mr. Mason said that his current understanding was that trolleybuses would be retained in the future.

**15. Vision Zero-San Francisco Department of Public Health's 2022 Vision Zero High Injury Network – INFORMATION \***

Items 15 and 16 were called together.

Seth Pardo, San Francisco Department of Public Health (SFDPH) Director for the Center of Data Science, presented the item per the presentation in the packet.

Member Rozell thanked SFDPH staff for showing how the High Injury Network changed over time. He highlighted that every street in the Tenderloin District was still on the network. He emphasized the need for more improvements to be done at a faster pace.

Member Siegal asked if SFDPH staff worked with SFMTA staff to develop recommendations for improvements based on patterns in the data and the extent to which how injuries and fatalities occurred was accounted for when considering how to modify streets for improved safety.

Mr. Pardo said SFDPH had been and would continue to be committed to working with SFMTA staff on how to improve safety on our streets. He said they would assess contextual factors and predictive factors for crashes and severe injuries and fatalities. He continued that they would partner with SFMTA on engineering and other solutions.

**16. Vision Zero-San Francisco Municipal Transportation Agency's Safe Streets Evaluation Program 2022 Report — INFORMATION \***

Brian Liang, Senior Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), presented the item per the presentation in the packet.

Member Sara Barz commented that it was very interesting to see the aggregated results of these different projects and thanked staff for the presentation.

Member Siegal asked Mr. Liang to discuss the limitations of quick build projects.

Mr. Liang answered that limitations were mostly related to the materials that could be used as part of the design. He noted that for quick builds, the focus was on materials that could be implemented quickly and particularly for protected bikeways, such as parking protected bike lanes using paint, or separating the bike lane using safe hit posts. He continued that with the quick build model, the intention was to come back and evaluate and upgrade what was previously installed to make it more robust, if needed. With the permanent projects, the emphasis was on concrete and permanent materials.

Member Siegal asked about the differences in outcomes based on the materials used for quick builds and permanent capital improvements.

Mr. Liang answered that SFMTA staff hadn't analyzed in depth the usage of materials but that he could add that to the evaluation team's task list. He continued that the only quick build project that he knew had been upgraded or that was in the process of being upgrading to a capital





project was the 6th Street Pedestrian Safety Project.

There was no public comment.

**17. Vision Zero-Walk SF's Making San Francisco a 'Safe Speeds City': Solutions to Slow Our Streets and Save Lives Report — INFORMATION \***

Jodie Medeiros, WalkSF Executive Director, presented the item per the presentation in the packet.

Member Siegal asked if any of the streets in the Tenderloin where the speed limit had been reduced to 20 mile per hour and also had quick builds or street improvements, and if speed limit reduction alone showed evidence that it lowered the median speeds of vehicles.

Ms. Medeiros responded that some of the streets in the Tenderloin also had improvements such as road diets.

Member Siegal asked if there were examples of streets where only a lowered speed limit was applied and successful in reducing the average speed.

Ms. Medeiros responded that the City only started lowering speed limits in 2022 through Assembly Bill 43 (Friedman) and only in commercial corridors. She noted that there were 30 potential corridor candidates and the City had completed about 20 corridors so far.

Member Siegal asked Transportation Authority staff if there were plans to reinstate the Vision Zero Committee of the Transportation Authority Board.

Anna LaForte, Deputy Director for Policy and Programming, answered that it was not expected because the Vision Zero items were of interest to the full Board and when there was a committee only a few Board members would receive the updates.

Member Ortega asked how WalkSF's recommendations to reduce speeds would tie in with already congested streets since cars were not going away and congestion was on the rise. She cited problem areas around the I-80 off-ramps in the South of Market Area and asked if WalkSF was coordinating with city planners on solutions beyond taking away travel lanes and reconfiguring streets differently.

Ms. Medeiros said that as more people were living in the South of Market Area, the roads should be treated as neighborhood streets. Ms. Medeiros continued that WalkSF would recommend travel lane removal only after an SFMTA evaluation confirmed the need for a road diet and that it would be an appropriate measure.

Member Sara Barz asked Ms. Medeiros to elaborate on the the backlog in the SFMTA's sign shop that was mentioned in the WalkSF presentation.

Ms. Medeiros answered that WalkSF often heard from SFMTA that the reason why corridors were not getting safety signs installed quickly was because the sign shop had a large backlog of work.

Member Barz said they were surprised that that the Transportation Authority had not received a funding request to address the backlog and asked if it was something that SFMTA staff was considering.

Ms. LaForte responded that the this was an ongoing issue in both the paint and sign shops and said Transportation Authority staff would follow up with SFMTA staff to better understand this issue and how it was being addressed.



Chair Ortiz asked about the process for community engagement in advocating for safe speeds and whether WalkSF was involved in bringing along neighborhood groups and community stakeholders to inform the process.

Ms. Medeiros replied in the affirmative and said that SFMTA was getting better at conducting community engagement to ensure that stakeholders were aware of projects and given an opportunity to provide feedback on design proposals. She said WalkSF brought recommendations to the SFMTA, received from and on behalf of the community members, to help inform the SFMTA's process to design streets for safe speeds. Ms. Medeiros added that the nonprofit and community based organizations complemented the City's processes to engage the community in coming up with solutions.

Chair Ortiz responded that his own experience advocating with the SFMTA not been as positive and, historically, a lot of communities had felt that SFMTA and the San Francisco Bike Coalition did a poor job at outreach, particularly in neighborhoods like the Mission District. He added that he had a good relationship with WalkSF and felt like the organization engaged the community well and that he looked forward to ensuring engagement was done with sensitive communities to prevent them from displacement.

There was no public comment.

**18. Introduction of New Business – INFORMATION**

During introduction of new business, Member Levine thanked staff for providing him with information on regulations regarding what vehicles, motorized and non-motorized, were allowed to use San Francisco bike lanes. He stated that he has seen motorized vehicles and scooters in the bike lanes and wanted to confirm what was in guidelines, including the definition of what a bicycle is. He observed that the guidelines were rather confusing at times and that a public education campaign may prove beneficial. He requested that someone who is knowledgeable of the guidelines and regulations of San Francisco bike lanes give a presentation to the CAC. This request was seconded by Member Ortega.

Member Siegal drew CAC members attention to the upcoming December 6th SFMTA Board meeting where the SFMTA would be voting on the permanence of the Slow Streets Program and potentially adding more streets to the Slow Streets network.

Member Barz requested a presentation about the backlog that was experienced by the SFMTA sign shop that was referenced during item 17. Member Rozell requested that potential solutions be explored in the presentation including exploring contracting out some labor.

Chair Ortiz requested an update on the Central Subway including ridership numbers. Additionally, he also requested a presentation on the Central Freeway removal which has been mentioned in the press. He requested this in response to interest from the communities of the Mission and SOMA who have had a long history of negative impact from freeway removal and said there has been a lack of community engagement early on. He asked which agencies were involved and how.

Member Siegal requested a write up or a presentation about which funding sources under the Transportation Authority's purview could be used for transit operations and what their limitations were. Chair Ortiz seconded this request and suggested a presentation would be welcome.

**19. Public Comment**



There was no public comment.

**20. Adjournment**

The meeting was adjourned at 8:34 p.m.

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# Memorandum

## AGENDA ITEM 5

**DATE:** December 1, 2022  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo - Chief Deputy Director  
**SUBJECT:** 12/6/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

<p><b>RECOMMENDATION</b>   <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><b>SUMMARY</b>          There are three open seats on the 11-member CAC, one of which requires Board action at this time. Commissioner Mar’s office is ready to nominate a candidate (Calvin Ho) to fill the vacancy left when the previous representative did not seek reappointment after their term expired. The current roster of CAC members is included in Attachment 1. The application for the District 4 candidate is included in Attachment 2. We note that the District 1 and 11 offices are currently evaluating potential candidates since the prior representatives for those districts did not seek reappointment when their terms expired this fall. Applications can be submitted through the Transportation Authority’s website at <a href="http://www.sfcta.org/cac">www.sfcta.org/cac</a>.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: CAC Appointment</li> </ul>
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## DISCUSSION

The selection of each member is approved at-large by the Board; however 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](http://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 (Mr. Calvin Ho)
- Attachment 3 - Resolution



**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 12.1.22**

**Community Advisory Committee Members**

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			1				
VACANT			4				
VACANT			11				
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz, Chair	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
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunters Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024
Rachael Ortega	F	C	8	NP	Business;Environment;Social and racial justice;Neighborhood;Public Policy	Oct 2022	Oct 2024
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 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 Application for Membership on the Community Advisory Committee

<b>Calvin Ho</b> FIRST NAME	<b>Ho</b> LAST NAME	<b>Male</b> GENDER (OPTIONAL)	
<b>Southeast Asian</b> ETHNICITY (OPTIONAL)		<b>No</b> IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
<b>4</b> HOME SUPERVISORIAL DISTRICT	<b>Outer Sunset</b> NEIGHBORHOOD OF RESIDENCE	<b>[ redacted ]</b> HOME PHONE	<b>[ redacted ]</b> HOME EMAIL
<b>[ redacted ]</b> STREET ADDRESS OF HOME	<b>San Francisco</b> CITY	<b>CA</b> STATE	<b>[ redacted ]</b> ZIP
<b>[ redacted ]</b> WORK SUPERVISORIAL DISTRICT	<b>[ redacted ]</b> NEIGHBORHOOD OF WORKPLACE	<b>[ redacted ]</b> WORK PHONE	<b>[ redacted ]</b> WORK EMAIL
<b>[ redacted ]</b> STREET ADDRESS OF WORKPLACE	<b>[ redacted ]</b> CITY	<b>[ redacted ]</b> STATE	<b>[ redacted ]</b> ZIP

### Statement of qualifications:

I have lived in D4 since 2017, having relied on almost every transit line in the area to get to work, college, or to visit local businesses. Over the past 5 years, I have also dedicated my professional life to serving San Franciscans by doing community outreach and advocating for our most vulnerable neighbors. I have extensive experience at the local, state, and federal levels where I have been tasked with researching and analyzing transportation policies to improve the quality of public transit for our residents. My passion for this district and its residents, as well as my desire to make transit more accessible for all, makes me uniquely qualified to serve D4.

### Statement of objectives:

I am seeking to provide input on behalf of Sunset residents to improve bus/light rail services and pedestrian safety in the district. The return to in-person work and schooling has led to overcrowding and subpar bus service, particularly on the 28/29 lines. This is paralleled with an increase in drivers which highlights a need for infrastructure improvements that slow down cars, improve visibility, and prevent traffic-related fatalities. To better support our seniors, people with disabilities, and youth, I also support community-run shuttles that can supplement existing lines. Additionally, I will act as an advocate for transit-oriented housing.



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

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

Business, Disabled, Environment, Social and racial justice, Labor, Neighborhood, Public Policy, Senior

**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.

**Calvin Ho**

**11/30/22**

NAME OF APPLICANT

DATE

---

# CALVIN HO

(Redacted) (Redacted)  
(Redacted)

Having lived in D4 since 2017, I am seeking a position on the San Francisco County Transportation Authority Community Advisory Committee to provide meaningful representation for the district. I will be able to use my previous and current experience working for local, state, and federal entities to better advocate for our district and provide a voice for disadvantaged transit users.

## EXPERIENCE

### APRIL 2022 – PRESENT

#### FIELD REPRESENTATIVE \ CASEWORKER, OFFICE OF CONGRESSWOMAN NANCY PELOSI

- Plans, organizes, and executes events for the Congresswoman within the district.
- Drafts memos and materials concerning local issues for the Congresswoman and staff.
- Conducts outreach with stakeholders regarding the following areas: transportation and infrastructure, housing, homelessness, AAPI issues.
- Assists constituents with issues concerning federal agencies (IRS, HUD, SBA, USPS).

### NOVEMBER 2021 – APRIL 2022

#### COMMUNICATIONS SPECIALIST, CHINATOWN COMMUNITY DEVELOPMENT CENTER

- Researches and implements new platforms to improve internal communications.
- Drafts, reviews, edits all organization-wide communications including newsletters, e-blasts, and messaging via Outlook and Teams.
- Drafts, reviews, edits press releases.
- Assists with marketing and outreach for organization-led external events including website creation and content creation.

### SEPTEMBER 2019 – NOVEMBER 2021

#### EXECUTIVE ASSISTANT, CHINATOWN COMMUNITY DEVELOPMENT CENTER

- Compiles monthly reports for, maintains records of, and oversees communications for Board of Directors.
- Prepares agendas for and leads organization-wide meetings such as All Staff and Management Team.
- Manages communications/press releases with external stakeholders, government officials, and constituents.
- Manages special projects related to townhalls, community events, and annual galas.

### JANUARY 2019 – AUGUST 2019

#### OPERATIONS SPECIALIST, ASIAN PACIFIC AMERICAN PUBLIC AFFAIRS ASSOCIATION

- Manages internship program that promotes AAPI youth participation in elected offices.
- Creates and leads workshops for youth.
- Researches and applies for organizational grants at local level.
- Organizes and assists with voter outreach events.

**AUGUST 2017 – OCTOBER 2018****POLICY FELLOW, OFFICE OF SUPERVISOR JANE KIM**

- Performs legislative analysis of issues primarily impacting AAPI communities: SRO housing, transit access, language accessibility, and Free City for monolingual speakers.
- Staffs community events with the Supervisor and staff. Assists with outreach to constituents to promote understanding of ordinances and resolutions.
- Connects constituents to local government services.
- Manages multiple schedules for the Supervisor and staff. Manages meetings with constituents and government agencies.

**MAY 2017 – AUGUST 2017****ADMINISTRATIVE INTERN, OFFICE OF ASSEMBLYMEMBER DAVID CHIU**

- Performs legislative analysis on housing, immigration, community college access.
- Staffs community events with the Assemblymember and staff. Assists with outreach to constituents about legislative process and pending legislation.
- Connects constituents to State-level agencies and services.

**EDUCATION****MAY 2019**

**B.A. – POLITICAL SCIENCE, B.A. – ASIAN AMERICAN STUDIES, SAN FRANCISCO STATE UNIVERSITY**

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## Memorandum

### AGENDA ITEM 6

**DATE:** December 1, 2022  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 12/6/2022 Board Meeting: Allocate \$9,312,182 in Prop K Funds, with Conditions, and Allocate \$1,000,000 in Prop AA Funds, for Ten Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$9,212,182 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Replace 18 Paratransit Vehicles (\$2,273,920)</li> <li>2. Replace 27 Paratransit Vehicles - Additional Funds (\$370,353)</li> <li>3. Traffic Signal Upgrade Contract 36 (\$2,367,909)</li> <li>4. Sloat and Skyline Intersection Improvements (\$190,000)</li> <li>5. Bicycle Facility Maintenance (\$200,000)</li> <li>6. Bicycle Safety Education and Outreach (\$110,00)</li> <li>7. Howard Streetscape (\$500,000)</li> <li>8. Folsom Streetscape (\$3,200,000)</li> </ol> <p>Allocate \$100,000 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>9. Jane Warner Plaza [NTIP Planning]</li> </ol> <p>Allocate \$1,000,000 in Prop AA funds to SFMTA for:</p> <ol style="list-style-type: none"> <li>10. 29 Sunset Improvement Phase 1</li> </ol> <p><b>SUMMARY</b></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>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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### 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 enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

**SFMTA Bike to Wherever Day - Sponsorship and Bike Safety Education and Outreach Requests.** At the November 8, 2022 meeting, following Board discussion, the Chair deferred consideration of the SFMTA's requests for Prop K funds for Bike to Wherever Day - Sponsorship and Bicycle Safety Education and Outreach to allow more time to review the requests in light of separate allegations and subsequent investigations by various organizations regarding potential inappropriate use of funds for political purposes by a non-profit (i.e., the San Francisco Bicycle Coalition or SFBC) that is a sub-recipient of Prop K sales tax funds that are allocated to SFMTA. Since then, Transportation Authority staff proposed a detailed accounting of all expenditures related to the Bike to Wherever Day sponsorship to confirm eligibility of those expenditures as a condition of reimbursement. While the sub-recipient (SFBC) had no objection to this requirement, SFMTA staff withdrew its request for Prop K funds for Bike to Wherever Day - Sponsorship and will instead use its own funds for that event.

With respect to the Bike Safety Education and Outreach request, through which SFMTA has contracted with the SFBC to provide a variety of bicycle classes and bicycle education and outreach efforts, we have revised the allocation request form to similarly condition reimbursement upon SFMTA certifying that the funds were used solely for eligible expenses and providing corresponding back up documentation. SFMTA has agreed to this condition. Lastly, in response to interest expressed by several Board members, we are working with SFMTA and SFBC to supplement information provided in the enclosed allocation request form with additional data on the demographics of who participates in bicycle classes.

## **FINANCIAL IMPACT**

The recommended action would allocate \$9,312,182 in Prop K funds with conditions and allocate \$1,000,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the 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 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 CAC considered and supported the initial staff recommendation to fund the SFMTA's Bicycle Safety Education and Outreach request at its October 26, 2022 meeting. The CAC considered and unanimously adopted a motion of support for the staff recommendation for the remaining nine requests at its November 30, 2022 meeting.



## **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 - Resolution
- Enclosure - Allocation Request Forms (10)

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	17M	SFMTA	Replace 18 Paratransit Vehicles	\$ 2,273,920		\$ 3,781,120	84%	40%	Construction	Citywide
Prop K	17M	SFMTA	Replace 27 Paratransit Vehicles - Additional Funds	\$ 370,353		\$ 4,730,139	84%	61%	Construction	Citywide
Prop K	31	SFMTA	Sloat and Skyline Intersection Improvements	\$ 190,000		\$ 190,000	26%	0%	Design	4, 7
Prop K	33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 2,367,909		\$ 5,893,431	41%	60%	Construction	1, 2, 3, 6, 7, 8, 9, 10
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 200,000		\$ 200,000	48%	0%	Construction	Citywide
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000		\$ 110,000	28%	0%	Construction	Citywide
Prop K	39, 40	SFMTA	Howard Streetscape	\$ 500,000		\$ 4,500,000	25%	89%	Design	6
Prop K	39, 40	SFMTA	Folsom Streetscape	\$ 3,200,000		\$ 44,824,500	28%	93%	Construction	6
Prop K	44	SFPW	Jane Warner Plaza [NTIP Planning]	\$ 100,000		\$ 100,000	40%	0%	Planning	8
Prop AA	Transit	SFMTA	29 Sunset Improvement Phase 1	\$ -	\$ 1,000,000	\$ 1,276,240	NA	22%	Design	1, 2, 4, 7
<b>TOTAL</b>				<b>\$ 9,312,182</b>	<b>\$ 1,000,000</b>	<b>\$ 65,605,430</b>	<b>32%</b>	<b>77%</b>		

## Footnotes

<sup>1</sup> "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.

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)



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

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, 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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17M	SFMTA	Replace 18 Paratransit Vehicles	\$ 2,273,920		Funds would be used to procure 18 paratransit vehicles to replace vehicles that have reached the end of their useful life. This project will procure 17 gasoline paratransit vehicles and 1 electric paratransit vehicle. The electric paratransit vehicle is part of a pilot program to test its performance in San Francisco. This project will follow the Replace 27 Paratransit Vehicles procurement and includes additional contingencies to account for any potential cost increases between now and procurement. SFMTA expects the vehicles to be in service by December 2024.
17M	SFMTA	Replace 27 Paratransit Vehicles - Additional Funds	\$ 370,353		The requested additional funds are needed to supplement \$1,503,640 in previously allocated Prop K funds to replace 27 paratransit vehicles that have reached the end of their useful life. SFMTA attributes the 27% overall cost increase to the recent material shortage and inflation. Two types of vehicles will be procured: 26 vans accommodating up to 14 passengers and one smaller van with better maneuverability for use on narrow streets. Procuring different models of vehicles will provide operational flexibility. New vehicles will reduce maintenance costs and increase reliability. SFMTA will finalize specifications by December 2022 and approve vehicles for service by June 2024.
31	SFMTA	Sloat and Skyline Intersection Improvements	\$ 190,000		This request will fund the design phase of new traffic signals at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Final design will be begin in early 2023 and last 5 months. SFMTA plans to fund construction with a \$1.2 million state earmark secured for the project by Assemblyman Ting. The project is expected to be open for use by December 2023.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 2,367,909		This request will fund construction of traffic-signal related upgrades at 14 locations across the city to improve safety and accessibility for all road users. Upgrades include new pedestrian signals, new accessible pedestrian signals, new higher-visibility 12-inch traffic signals on mast arms, new left turn signals, curb ramps, and replacement of old/damaged signal infrastructure. Twelve of the intersections are located on the Vision Zero High Injury Network. The list of locations is shown on page 48 of the enclosed allocation request form. SFPW will issue and manage the contract on SFMTA's behalf. The schedule shows contract award by end of 2023 and the project open for use by Winter 2025.
37	SFMTA	Bicycle Facility Maintenance	\$ 200,000		Requested funds will be used to maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/ mixed zone markings using green thermoplastic treatment. Additionally, the SFMTA will focus on replacing traffic delineators with more permanent bike separation including concrete and rubber islands and curbs particularly at locations where protected bikeways are between motor vehicle travel lanes and the curb. The SFMTA will also work with SFPW on paving bikeways where potholes present an uncomfortable riding experience. SFMTA will identify locations by field review and through input received by calling 311, through sf311.org or through the SF311 app available on smartphones. The project is expected to be open for use by Winter 2025.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000		Funds would be used to provide 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 1,000 people. Outreach and classes will be supported by engagement through funded partnerships with community organizations. Classes will be held in Spanish, English, Chinese, and Filipino and are expected to be held March 2023 through February 2024.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39, 40	SFMTA	Howard Streetscape	\$ 500,000		This request will fund the design phase of the Howard Streetscape project between 4th and 11th streets to improve traffic safety for pedestrians, bicyclists, and motorists. The project will implement a series of treatments on the High Injury Network corridor including a traffic lane reduction, concrete median protected two-way bikeway, separate bicycle and vehicle signal phases, raised crosswalks at alleys, curb ramps and pedestrian-level lighting, and other streetscape and safety features. The conceptual design is shown on pages 83-87 of the enclosed allocation request form. Design will be done by end of 2024. Assuming funding availability, the project would be open for use by December 2027.
39, 40	SFMTA	Folsom Streetscape	\$ 3,200,000		This request will fund construction of the Folsom Streetscape complete streets project between 2nd and 11th streets to improve traffic safety for pedestrians, bicyclists, and motorists. The project will implement a series of treatments on the High Injury Network corridor including a traffic lane reduction, concrete median protected two-way bikeway, separate bicycle and vehicle signal phases, raised crosswalks at alleys, curb ramps and pedestrian-level lighting, a Muni transit only lane and boarding islands, and other streetscape and safety features. The subject Prop K request leverages over \$20 million in state and federal funding. The list of improvements by location and the map of improvements are on pages 113 and pages 115-120 of the enclosed allocation request form. The project is expected to be open for use by March 2026.
44	SFPW	Jane Warner Plaza [NTIP Planning]	\$ 100,000		Requested funds will be used to plan the Jane Warner Plaza Renovation Project. This effort seeks to make permanent some temporary features that serve pedestrian safety, to further safety of the intersection at Castro and Market streets while considering adjustments to adjacent SFMTA infrastructure that will allow the plaza and space to better serve the community for transit and pedestrian uses. SFPW and SFMTA staff will coordinate with community stakeholders and other agencies, and analyze, propose, and develop schematics. Upon completion, expected by late May 2023, SFPW will present the final plan to the Board for approval.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Transit	SFMTA	29 Sunset Improvement Phase 1	\$ -	\$ 1,000,000	<p>This project would 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 design of 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.</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 SFPW 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>
<b>TOTAL</b>			<b>\$9,312,182</b>	<b>\$1,000,000</b>	

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

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
17M	SFMTA	Replace 18 Paratransit Vehicles	\$ 2,273,920		<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$2,273,920 from the Mid-Life Overhauls Placeholder to the subject project. This amendment, combined with the requested 5YPP amendment for the Replace 27 Paratransit Vehicles - Additional Funds project (see below) would leave \$11,700,910 in Prop K funds available for Mid-Life Overhauls. The SFMTA is currently delivering the New Flyer Mid-Life Overhauls - Phase I project using previously allocated Prop K funds and does not require additional funds for Phase II at this time. See enclosed 5YPP amendment for details.
17M	SFMTA	Replace 27 Paratransit Vehicles - Additional Funds	\$ 370,353		<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$370,353 from the Mid-Life Overhauls Placeholder to the subject project. See above and enclosed 5YPP amendment for details.
31	SFMTA	Sloat and Skyline Intersection Improvements	\$ 190,000		<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the New Signals and Signs 5YPP to reprogram \$190,000 from New Signal Contract 66 to the subject project. The SFMTA is planning to request construction funds for Contract 66 once design is complete, which is anticipated later this fiscal year. SFMTA would need to seek additional funds to fully fund the Contract 66 scope. See enclosed 5YPP amendment for details.
33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 2,367,909		

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
37	SFMTA	Bicycle Facility Maintenance	\$ 200,000		
39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000		<b>Special Condition:</b> Reimbursement is conditioned upon SFMTA acquiring from SFBC detailed records for each expenditure line item to ensure that Prop K funds were used solely for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.
39, 40	SFMTA	Howard Streetscape	\$ 500,000		<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$20,820 from the Page Street Neighborway (Webster to Stanyan) to the subject project. This request also requires a concurrent amendment to the Pedestrian Circulation and Safety 5YPP to reprogram \$479,180 from Folsom-Howard Streetscape construction to Howard Streetscape design. See enclosed 5YPP amendment for details.
39, 40	SFMTA	Folsom Streetscape	\$ 3,200,000		<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram a total of \$2,778,217 to the subject project, specifically \$2,290,000 from Citywide Neighborways which will be funded by Prop B General Funds, and \$488,217 from Short-term Bike Parking which has funding from a Transportation for Clean Air grant. This request also requires a concurrent amendment to the Pedestrian Circulation and Safety 5YPP to reprogram \$421,783 from Folsom-Howard Streetscape construction to Folsom Streetscape construction. See enclosed 5YPP amendment for details.

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Attachment 3: Staff Recommendations <sup>1</sup>

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EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
44	SFPW	Jane Warner Plaza [NTIP Planning]	\$ 100,000		<p><b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Transportation/Land Use Coordination 5YPP to add the subject project with \$16,000 from the NTIP Planning Placeholder and \$84,000 from the NTIP Capital Placeholder. See enclosed 5YPP amendment for details.</p> <p><b>Special Condition:</b> SFPW staff shall present a final plan to the Board for approval.</p>
Transit	SFMTA	29 Sunset Improvement Phase 1		\$ 1,000,000	
<b>TOTAL</b>			<b>\$ 9,312,182</b>	<b>\$ 1,000,000</b>	

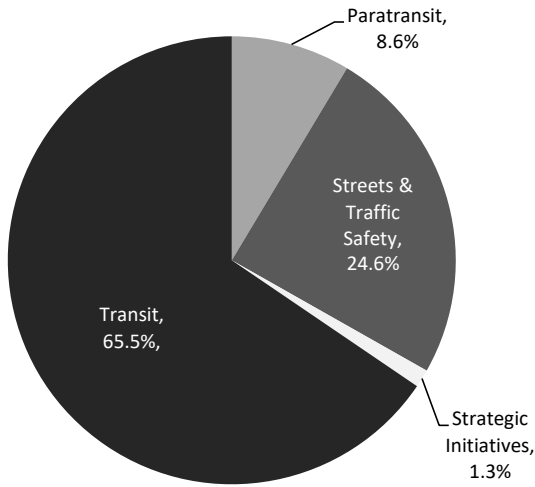
<sup>1</sup> See Attachment 1 for footnotes.



Attachment 4.  
Prop K Allocation Summary - FY2022/23

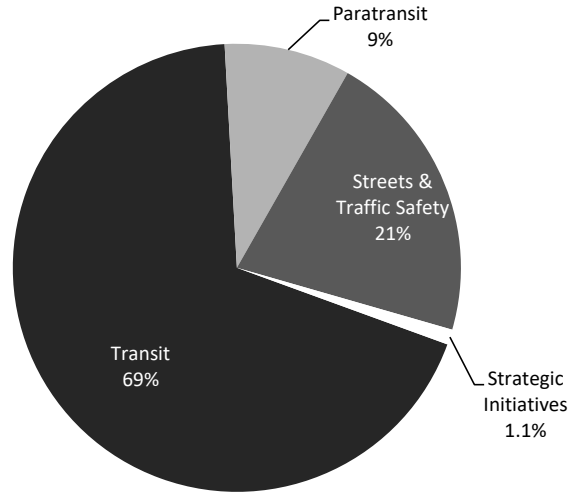
PROP K SALES TAX					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 33,918,052	\$ 17,774,023	\$ 13,225,067	\$ 2,618,962	\$ 300,000
Current Request(s)	\$ 9,312,182	\$ 140,000	\$ 2,523,822	\$ 5,131,640	\$ 1,516,721
New Total Allocations	\$ 43,230,234	\$ 17,914,023	\$ 15,748,889	\$ 7,750,602	\$ 1,816,721

Investment Commitments, per Prop K Expenditure Plan



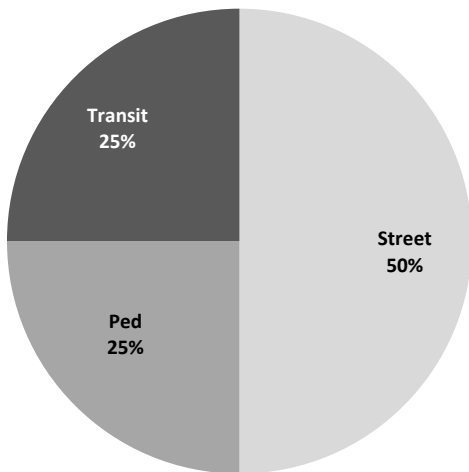
allocations and appropriations approved to date, along with the

Prop K Investments To Date



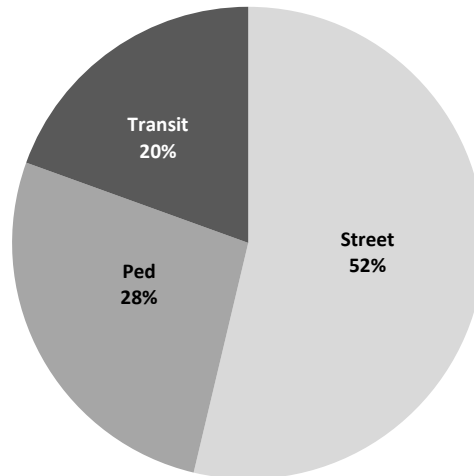
PROP AA VEHICLE REGISTRATION FEE					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215
Current Request(s)	\$ 1,000,000	\$ -	\$ 500,000	\$ 500,000	\$ -
New Total Allocations	\$ 7,351,186	\$ 1,427,428	\$ 1,512,714	\$ 2,560,829	\$ 1,850,215

Investment Commitments, per Prop AA Expenditure Plan



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Prop AA Investments To Date





RESOLUTION ALLOCATING \$9,312,182 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$100,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR TEN REQUESTS

WHEREAS, The Transportation Authority received ten requests for a total of \$9,312,182 in Prop K local transportation sales tax funds and \$1,000,000 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: Vehicles - Muni, Signals and Signs, Pedestrian and Bicycle Facility Maintenance, New Signals and Signs, Bicycle Circulation/Safety, Pedestrian Circulation/Safety, and Transportation/Land Use Coordination; and from the Transit Reliability and Mobility Improvements 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, Three of the ten requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Replace 18 Paratransit Vehicles and Replace 27 Paratransit Vehicles - Additional Funds projects require amendment of the Vehicles-Muni 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The SFMTA's request for the Sloat and Skyline Intersection Improvements project requires amendment of the New Signals and Signs 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's requests for the Howard Streetscape and Folsom Streetscape require amendment of the Bicycle Safety and Circulation 5YPP and Pedestrian Circulation and Safety 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The San Francisco Public Work's (SFPW's) request for the Jane Warner Plaza (NTIP Planning) project requires amendment of the Transportation/Land Use



**San Francisco  
County Transportation  
Authority**

BD12062022

RESOLUTION NO. 23-XX

Coordination 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating and appropriating a total of \$9,312,182 in Prop K funds, with conditions and \$1,000,000 in Prop AA funds for ten projects, as described in Attachment 3 and detailed in the enclosed 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 November 30, 2022 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

WHEREAS, At its December 6, 2022 meeting, the Transportation Authority Board considered the subject requests; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles-Muni, Signals and Signs, New Signals and Signs, Bicycle Safety and Circulation, Pedestrian Safety and Circulation, Transportation Demand Management, and Transportation/Land Use Coordination 5YPPs as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$9,312,182 in Prop K funds, with conditions, and allocates \$1,000,000 in Prop AA funds for ten requests 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



**San Francisco  
County Transportation  
Authority**

BD12062022

RESOLUTION NO. 23-XX

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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 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

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (10)



## Memorandum

### AGENDA ITEM 7

**DATE:** December 1, 2022

**TO:** Transportation Authority Board

**FROM:** Carl Holmes – Deputy Director for Capital Projects  
Anna LaForte – Deputy Director for Policy and Programming

**SUBJECT:** 12/6/2022 Board Meeting: Amend San Francisco’s One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency’s (SFMTA’s) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority’s (SFCTA’s) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA’s West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA’s Light Rail Vehicle Procurement Project; and Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Amend San Francisco’s OBAG 3 Project Nominations to shift \$4,899,000 from SFMTA’s Bayview Community Multimodal Corridor Project to SFCTA’s West Side Bridges</li> <li>• Approve a fund exchange of \$14,899,000 in OBAG 3 funds from SFCTA’s West Side Bridges with an equivalent amount of Prop K funds from SFMTA’s Light Rail Vehicle (LRV) Procurement Project, with conditions</li> <li>• Appropriate \$14,899,000 in Prop K funds to SFCTA’s West Side Bridges, with conditions</li> </ul> <p><b>SUMMARY</b> The Transportation Authority is delivering the West Side Bridges project on behalf of the Treasure Island Development Authority (TIDA). The project is shovel ready but for final funding actions to enable March 2023 contract award and to avoid further cost escalation. The project construction phase cost is \$113.7 million. We are recommending that the Board amend our OBAG 3 project nominations to shift \$4,899,000 from the Bayview Multimodal Corridor project to complete the construction phase funding plan for West Side Bridges, increasing the total OBAG amount to \$14,899,000 (Attachment 1). The Bayview project is now fully funded with a recently awarded state Active Transportation Program (ATP) grant and no longer needs OBAG funds. We are also recommending</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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that the Board approve a fund exchange of \$14,899,000 in OBAG 3 funds from West Side Bridges for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project to allow the West Side Bridges contract to be awarded in March, faster than the OBAG funds would be available. Given the conditions recommended to ensure there is no impact from the fund exchange on the LRV project, staff from the SFMTA and Metropolitan Transportation Commission (MTC) are supportive of the proposal. Lastly, we are requesting appropriation of \$14,899,000 in Prop K funds for the West Side Bridges as part of this item. The fund exchange and appropriation are conditioned upon MTC approval of \$14,899,000 in OBAG funds for the West Side Bridges project as part of the MTC's OBAG 3 actions anticipated on January 25, 2023. The West Side Bridges construction phase funding plan is shown in Attachment 2.

## BACKGROUND

**West Side Bridge Seismic Retrofit Project (West Side Bridges).** The Transportation Authority is leading the West Side Bridges on behalf of the Treasure Island Development Authority (TIDA). This project will replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls, a Class II bicycle facility, and a transit-only access on-ramp. It is one of a series of transportation infrastructure projects on Yerba Buena Island that are being constructed to support development on Treasure Island, which includes 8,000 units of housing at full build out, with 26% affordable. The West Side Bridges has been shovel-ready, except for the need to close the final funding gap. With new housing units being sold on Treasure Island and with increasing construction costs due to supply shortages and inflation, it is critical that we close the funding gap and enable the project to begin construction this spring.

**OBAG Cycle 3 (OBAG 3) Nominations.** The Board approved San Francisco's OBAG 3 project nominations in September 2022. The nominated projects include \$10 million for the West Side Bridges and \$5 million in federal OBAG funds for the construction phase of SFMTA's Bayview Community Multimodal Corridor Project. When the Board approved the OBAG 3 project nominations, we flagged the need for the Board to approve a fund exchange for West Side Bridges to ensure that the project could award the construction contract by March 2023. We also made the Board aware that the Bayview Community Multimodal Corridor Project had a pending \$12.3 million grant application for the California Transportation Commission's (CTC) Active Transportation Program (ATP) and if it was successful in getting the grant, then the Board could redirect up to \$5 million in OBAG funds to another OBAG project.

On October 20, 2022, the CTC released the 2023 ATP staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project. The full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application is fully funded with the ATP grant and no longer requires OBAG 3 funds.



## DISCUSSION

The West Side Bridges project has been shovel-ready, except for the need to close the final funding gap. We are pleased to report that the original nomination of \$10 million in OBAG 3 funds provided the momentum for the remaining pieces of the funding plan to come together to close the funding gap for the \$113.7 million construction phase cost. In November 2022, the Bay Area Toll Authority (BATA) approved \$5 million in Local Partnership Program (LPP) formula funds and Caltrans committed an additional \$4.3 million in Federal Highway Bridge Program funds. With upcoming funding actions by the Transportation Authority, MTC/BATA, Caltrans, and TIDA, the project's funding plan will be complete by January 2023. The Construction Manager/General Contractor is on board and, assuming we have all project approvals and funding in place by February, we can award the construction contract in March and start construction in April 2023.

The three recommended Transportation Authority funding actions needed to fully fund West Side Bridges are described below.

**Proposed Amendment to OBAG 3 Project Nominations.** As detailed in Attachment 1, we recommend that the Board amend San Francisco's OBAG 3 project nominations to redirect \$5 million in OBAG 3 funds from the Bayview Multimodal Corridor Project, which is now fully funded and does not need the OBAG funds, to the West Side Bridges. This funding will close the project's construction funding gap. The remaining projects on the OBAG 3 list are not as good candidates for the \$5 million at this time. We are not recommending **SFCTA's Yerba Buena Island Multi-use Pathway** which is fully funded through the design phase, but has a \$70 million construction phase with no funding yet secured. **BART's Next Generation Fare Gates in San Francisco** is already nominated for funding for five of eight stations and the Transportation Authority is submitting a grant application this month to the state for LPP competitive funds for the remaining three stations. **SF Port's Embarcadero Resilience Master Plan** would not be fully funded with \$5 million (\$8 million requested), and the Port has indicated that it is not able to be phased.

**Proposed OBAG 3/Prop K Fund Exchange.** The proposed fund exchange is for \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions. The fund exchange will resolve timing issue for West Side Bridges to allow the construction contract to be awarded by March 2023. The fund exchange does not impact the SFMTA LRV project. The SFMTA and MTC support the proposed fund exchange, which is conditioned upon the following actions:

- Transportation Authority Board approval of the amended San Francisco's OBAG 3 project nominations to shift \$4,899,000 from the Bayview Multimodal Corridor project to West Side Bridges, increasing West Side Bridges OBAG funds from \$10,000,000 to \$14,899,000.
- TIDA Board approval of a Memorandum of Agreement for \$3.5 million for West Side Bridges, expected on December 15, 2022.
- MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges, expected January 25, 2023.

The fund exchange would be reflected in a Prop K 5-Year Prioritization Program amendment to the Vehicles – Undesignated category, which is where the exchanged sales tax funds from the LRV project would come from.



**Prop K Appropriation Request.** We are requesting \$14,899,000 in Prop K (exchange) funds for the West Side Bridges project as described in the attached allocation request form (Attachment 7). The appropriation is conditioned upon MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges and upon the Transportation Authority Board approval of the proposed fund exchange.

**Next Steps.** After the Board adopts the revised San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC. MTC staff is currently conducting a regional evaluation and anticipates final OBAG 3 project selection and Commission approval on January 25, 2023. We are also actively tracking and supporting upcoming December actions by Caltrans, CTC, and TIDA that together with the recommended Transportation Authority actions will fully fund the West Side Bridges.

### **FINANCIAL IMPACT**

The recommended action would approve a fund exchange of \$14,899,000 in OBAG 3 funds from West Side Bridges for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project, and appropriate \$14,899,000 in Prop K funds deobligated from the LRV project, with conditions. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached West Side Bridges Seismic Retrofit Project Allocation Request Form (Attachment 7).

Attachment 6 shows the Prop K 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 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 considered this item at its November 30, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 – OBAG 3 Detailed Staff Recommendation Revised
- Attachment 2 – West Side Bridges Funding Plan
- Attachment 3 – Summary of Prop K Request
- Attachment 4 – Project Description
- Attachment 5 – Staff Recommendations
- Attachment 6 – Prop K Allocation Summary – FY 2022/23
- Attachment 7 – West Side Bridges Seismic Retrofit Project Allocation Request Form
- Attachment 8 - Resolution



## San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations

Detailed Staff Recommendation - Revised 11.21.22<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
85	SFMTA	Bayview Community Multitmodal Corridor	Construction	\$5,000,000	\$0	On October 20, 2022 the California Transportation Commission released the 2023 Active Transportation Program staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project. The CTC Commission is expected to approve the staff recommendation on December 7-8, 2022. With the \$12.3 million in funding, the full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application is fully funded and no longer requires OBAG 3 funds.
83	SFMTA	Central Embarcadero Safety	Construction	\$6,320,000	\$6,320,000	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.

Attachment 1  
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations  
Detailed Staff Recommendation - Revised 11.21.22<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
83	SFCTA	West Side Bridges Seismic Retrofit	Construction	\$10,000,000	\$14,899,900	<p>The Transportation Authority is leading the West Side Bridges project on behalf of TIDA. 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.</p> <p>Requested funds would complete the funding plan, with MTC/BATA, Caltrans, and TIDA also contributing.</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>

Attachment 1  
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations  
Detailed Staff Recommendation - Revised 11.21.22<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	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><b>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.</b></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>

Attachment 1  
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations  
Detailed Staff Recommendation - Revised 11.21.22<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	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	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.
60	BART	Next Generation Fare Gates in San Francisco and San Francisco International Airport	Construction	\$12,500,000	\$4,314,600	[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.  SFCTA staff will work with BART to identify funding for the remaining San Francisco stations: Embarcadero, Montgomery St, and Glen Park.

Attachment 1  
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations  
 Detailed Staff Recommendation - Revised 11.21.22<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	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.
			<b>TOTAL</b>	\$71,041,000	\$52,755,500	
			<b>REVISED TOTAL</b>		\$52,755,500	
<b>San Francisco's OBAG 3 Project Nomination Target<sup>3</sup></b>					\$52,855,600	

<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest.

<sup>2</sup> 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).

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

## West Side Bridges Construction Phase Funding Plan

Source	Total (in \$ x 1M)
Project Construction Cost	\$ 113.70
Project Construction Funding	Amount
Federal Highway Bridge Program	54.84
State Prop 1B Local Bridge Seismic	7.105
Federal RAISE grant	18.00
Bay Area Toll Authority	2.00
San Francisco share SB 1 Local Partnership Program Formula funds	4.056
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	5.00
Treasure Island Development Authority	3.505
Prop K (via OBAG fund exchange)	14.89
Caltrans Highway Bridge Program	4.30
<b>Total funding</b>	<b>\$ 113.70</b>
Federal Amount	\$ 77.14
Non Federal Amount	\$ 36.56
Non Federal Percent	32.2%

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	17U	SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	\$ 14,899,000	\$ 113,700,000	NA	87%	Construction	6
<b>TOTAL</b>				<b>\$ 14,899,000</b>	<b>\$ 113,700,000</b>	<b>0%</b>	<b>87%</b>		

Footnotes

<sup>1</sup> "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.

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority)

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

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, 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 4: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17U	SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	\$ 14,899,000		Funds would be used for construction phase for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. 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. These bridges are critical connections between the islands 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. The project is expected to be open for use by December 2026.
<b>TOTAL</b>			<b>\$14,899,000</b>	<b>\$0</b>	

<sup>1</sup> See Attachment 3 for footnotes.



Attachment 5: Staff Recommendations <sup>1</sup>

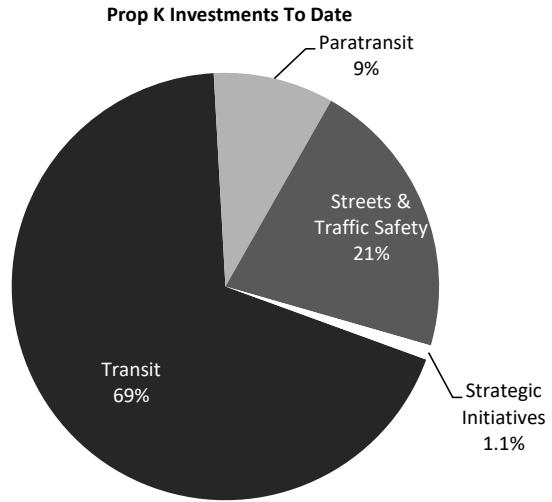
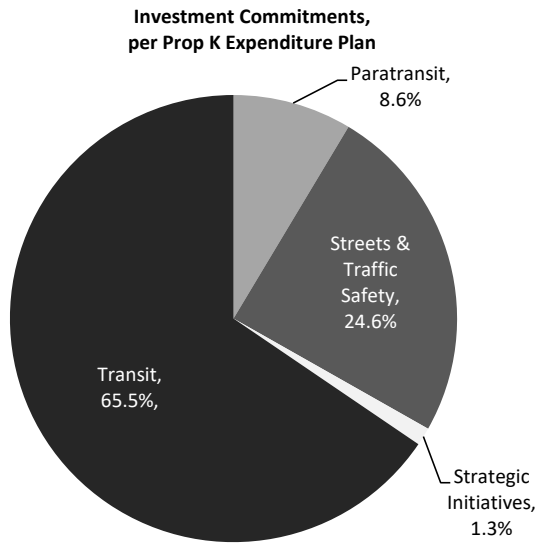
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
17U	SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	\$ 14,899,000		<p><b>Special Conditions:</b> This recommendation is conditioned upon Board approval of OBAG 3/Prop K fund exchange, TIDA Board approval of the Memorandum of Agreement for TIDA project funds, expected December 15, 2022, and MTC approval of the OBAG 3 project list, expected January 25, 2023.</p> <p><b>5-Year Prioritization Program (5YPP) Amendment:</b> Funding this request requires concurrent amendment to the Vehicles - Undesignated 5YPP to add the subject project and program \$14.899 M in Prop K funds deobligated from the SFMTA's Light Rail Vehicle Procurement project to the subject project. See attached 5YPP amendment for details.</p>
<b>TOTAL</b>			<b>\$ 14,899,000</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 3 for footnotes.

Attachment 6.  
 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	\$ 33,918,052	\$ 17,774,023	\$ 13,225,067	\$ 2,618,962	\$ 300,000
Current Request(s)	\$ 14,899,900	\$ -	\$ -	\$ 14,899,900	\$ -
New Total Allocations	\$ 48,817,952	\$ 17,774,023	\$ 13,225,067	\$ 17,518,862	\$ 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.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Vehicles - Undesignated
<b>Current PROP K Request:</b>	\$14,899,000
<b>Supervisory District</b>	District 06

## REQUEST

### Brief Project Description

The project will replace seven seismically deficient bridges, retrofit one bridge, with a realigned roadway and retaining walls and improve the horizontal clearance for the I-80 Eastbound off-ramp. Additionally, this project includes a Class II bicycle facility, and a transit-only access on-ramp. This project is designed to improve multi-modal access between Yerba Buena and Treasure Islands and the greater San Francisco/Oakland area.

### Detailed Scope, Project Benefits and Community Outreach

The project consists of the following elements:

- Demolish seven (7) existing roadway bridge structures;
- Realign the roadway into the Yerba Buena Island hillside;
- Construct six (6) retaining walls to support the new roadway;
- Construct one (1) undercrossing structure (to accommodate the road and Bay Bridge ramps);
- Seismically retrofit/reconfigure one (1) bridge structure that carries Westbound I-80 on-ramp traffic to the Bay Bridge. This ramp becomes a dedicated bus lane.
- Bridge improvements include the relocation of two columns at the Eastbound I-80 Bay Bridge off-ramp to Yerba Buena Island to increase the off-ramp horizontal clearances and increase the ability for trucks to navigate the sharp off-ramp exit. The increased clearance will greatly reduce the issue of truck blockages on the Eastbound I-80 off-ramp, which result in bottlenecks and vehicular queuing on the Bay Bridge.
- Pave/stripe for new Class II bicycle facility on Treasure Island Road;
- Install water pollution, erosion control measures, and drainage system.

This project also includes a Class II bicycle facility, and a transit-only access on-ramp in addition to the replacement of seven bridges and retrofitting of one bridge.

There are also 8,000 units planned for construction by 2040 of which 26% will be affordable. Initial units are for sale now and 3 more builds are breaking ground this year. The Construction Manager/General Contractor (CMGC) is currently being worked on with the contractor through the design phase and are ready to finalize the construction contract.

### Project Location

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$0

**Justification for Necessary Amendment**

Request includes an amendment to the Vehicles - Undesignated 5YPP to add the subject project and program \$14,899,900 in Prop K funds deobligated from the SFMTA's Light Rail Vehicle Procurement project to the subject project.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jan-Feb-Mar	2011	Oct-Nov-Dec	2020
Right of Way	Jan-Feb-Mar	2017	Oct-Nov-Dec	2020
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Oct-Nov-Dec	2023
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

The West Side Bridges Project Team is in constant communication and coordination with Treasure Island Development Authority (TIDA) who has right of way of the project limit. When construction starts in 2023, the project team will work with TIDA to provide regular updates to the community. Construction updates can be found at: <https://sf.gov/information/treasure-island-community-development-community-construction-meetings>

The team is also in coordination with FHWA, Caltrans and Bay Area Toll Authority. SFCTA is also coordinating with the Southgate Road Project which is finishing construction and the new Hillcrest Road Widening Project next to the West Side Bridges Project.

SFCTA will submit the Request for Authorization to Proceed with Construction to Caltrans in December 2022. The RAISE grant has the following timely-use-of-funds deadlines: construction must start by April 2023 and be completed by December 2026.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-117M: Vehicles - MUNI	\$14,899,000	\$0	\$0	\$14,899,000
Bay Area Toll Authority	\$0	\$0	\$2,000,000	\$2,000,000
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	\$0	\$5,000,000	\$0	\$5,000,000
Caltrans Highway Bridge Program	\$0	\$0	\$4,300,000	\$4,300,000
Federal Highway Bridge Program	\$0	\$0	\$54,840,000	\$54,840,000
Federal RAISE Grant	\$0	\$0	\$18,000,000	\$18,000,000
San Francisco share SB 1 Local Partnership Program Formula funds	\$0	\$4,056,000	\$0	\$4,056,000
State Proposition 1B Local Bridge Seismic Retrofit Account	\$0	\$0	\$7,105,000	\$7,105,000
Treasure Island Development Authority	\$0	\$0	\$3,500,000	\$3,500,000
<b>Phases In Current Request Total:</b>	<b>\$14,899,000</b>	<b>\$9,056,000</b>	<b>\$89,745,000</b>	<b>\$113,700,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$14,899,000	\$0	\$0	\$14,899,000
Bay Area Toll Authority	\$0	\$0	\$2,000,000	\$2,000,000
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	\$0	\$5,000,000	\$0	\$5,000,000
Caltrans Highway Bridge Program	\$0	\$0	\$4,300,000	\$4,300,000
Federal Highway Bridge Program	\$0	\$0	\$7,427,185	\$7,427,185
Federal Highway Bridge Program	\$0	\$0	\$54,840,000	\$54,840,000
Federal RAISE Grant	\$0	\$0	\$18,000,000	\$18,000,000
San Francisco share SB 1 Local Partnership Program Formula funds	\$0	\$4,056,000	\$0	\$4,056,000
State Prop 1B	\$0	\$0	\$43,815	\$43,815

State Proposition 1B Local Bridge Seismic Retrofit Account	\$0	\$0	\$7,105,000	\$7,105,000
Treasure Island Development Authority	\$0	\$0	\$4,418,000	\$4,418,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$14,899,000</b>	<b>\$9,056,000</b>	<b>\$98,134,000</b>	<b>\$122,089,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$382,000		Actual costs
Design Engineering	\$8,007,000		Actual costs
Construction	\$113,700,000	\$14,899,000	CMGC construction estimate
Operations	\$0		
Total:	\$122,089,000	\$14,899,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	02/28/2022
<b>Expected Useful Life:</b>	50 Years

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

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFCTA	Contractor
1. Construction Contract				
Contract Items	\$ 83,014,801			\$ 83,014,801
Supplemental Work	\$ 2,324,070			\$ 2,324,070
2. Contingencies	\$ 8,543,157	10%		\$ 8,543,157
3. Agency Furnished Materials	\$ 2,416,765		\$ 2,416,765	
4. Construction Engineering	\$ 12,814,735	15%	\$ 12,814,735	
5. Finance Costs*	\$ 4,586,473			
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 113,700,000</b>		<b>\$ 15,231,500</b>	<b>\$ 93,882,027</b>

\* Finance costs are budgeted due to the anticipated delay in federal reimbursements to the Transportation Authority.



**YBI Westside Bridges Project  
Budget Cost Estimate by Bid Item  
Refined 100% Quantities**

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
1	070030		LEAD COMPLIANCE PLAN	LS	1	\$ 16,478.00	\$ 16,478.00
2	080050		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$ 5,350.00	\$ 5,350.00
3	100100		DEVELOP WATER SUPPLY	LS	1	\$ 117,700.00	\$ 117,700.00
4	120090		CONSTRUCTION AREA SIGNS	LS	1	\$ 37,450.00	\$ 37,450.00
5	120100		TRAFFIC CONTROL SYSTEM	LS	1	\$ 807,850.00	\$ 807,850.00
6	120120		TYPE III BARRICADE	EA	12	\$ 133.75	\$ 1,605.00
7	120159		NOT USED	N/A			\$ —————
8	120198		NOT USED	N/A			\$ —————
9	120300		NOT USED	N/A			\$ —————
10	128651		PORTABLE CHANGEABLE MESSAGE SIGN (EA)	EA	2	\$ 14,445.00	\$ 28,890.00
11	129000		TEMPORARY RAILING (TYPE K)	LF	500	\$ 58.85	\$ 29,425.00
12	129140		TEMPORARY ALTERNATIVE CRASH CUSHION	EA	2	\$ 5,457.00	\$ 10,914.00
13	130100		JOB SITE MANAGEMENT	LS	1	\$ 668,750.00	\$ 668,750.00
14	130200		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$ 8,025.00	\$ 8,025.00
15	130505		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	4	\$ 588.50	\$ 2,354.00
16	130530		TEMPORARY HYDRULIC MULCH (BONDED FIBER MATRIX)	SQYD	80,400	\$ 1.93	\$ 155,172.00
17	130620		TEMPORARY DRAINAGE INLET PROTECTION	EA	17	\$ 278.20	\$ 4,729.40
18	130640		TEMPORARY FIBER ROLL	LF	5,350	\$ 5.89	\$ 31,511.50
19	130670		TEMPORARY REINFORCED SILT FENCE	LF	1,810	\$ 13.91	\$ 25,177.10
20	130710		TEMPORARY CONSTRUCTION ENTRANCE	EA	4	\$ 8,453.00	\$ 33,812.00
21	130730		STREET SWEEPING	LS	1	\$ 727,600.00	\$ 727,600.00
22	130900		TEMPORARY CONCRETE WASHOUT	LS	1	\$ 88,039.60	\$ 88,039.60
23	141103		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	2,218	\$ 6.42	\$ 14,239.56
24	141120		TREATED WOOD WASTE	LB	75,000	\$ 0.32	\$ 24,000.00
25	146002		CONTRACTOR-SUPPLIED BIOLOGIST	LS	1	\$ 217,210.00	\$ 217,210.00
26	148006		VIBRATION MONITORING	LS	1	\$ 169,381.00	\$ 169,381.00
27	170103		CLEARING AND GRUBBING (LS)	LS	1	\$ 48,150.00	\$ 48,150.00
28	190101	F	ROADWAY EXCAVATION	CY	15,158	\$ 94.16	\$ 1,427,277.28
29	190105		ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	2,190	\$ 310.30	\$ 679,557.00
30	192003	F	STRUCTURE EXCAVATION (BRIDGE)	CY	5,684	\$ 48.15	\$ 273,684.60
31	192037	F	STRUCTURE EXCAVATION (RETAINING WALL)	CY	9,948	\$ 374.50	\$ 3,725,526.00
32	193003	F	STRUCTURE BACKFILL (BRIDGE)	CY	910	\$ 535.00	\$ 486,850.00
33	193013	F	STRUCTURE BACKFILL (RETAINING WALL)	CY	8,921	\$ 267.50	\$ 2,386,367.50
34	193007	F	NOT USED	0			\$ —————
35	198212		SUBGRADE ENHANCEMENT GEOTEXTILE	SY	50	\$ 17.66	\$ 883.00
36	193116	F	CONCRETE BACKFILL (SOLDIER PILE WALL)	CY	672	\$ 1,005.80	\$ 675,897.60
37	193119	F	LEAN CONCRETE BACKFILL	CY	130	\$ 1,005.80	\$ 130,754.00
38	210010		MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	2	\$ 545.70	\$ 1,091.40

**YBI Westside Bridges Project  
Budget Cost Estimate by Bid Item  
Refined 100% Quantities**

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
39	210270		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	60,300	\$ 0.86	\$ 51,858.00
40	210281A		EROSION CONTROL (WIRE MESH BLANKET)	SQFT	36,900	\$ 18.73	\$ 691,137.00
41	210300		HYDROMULCH	SQFT	60,300	\$ 0.16	\$ 9,648.00
42	210350		FIBER ROLLS	LF	6,275	\$ 5.56	\$ 34,889.00
43	210420		STRAW	SQFT	60,300	\$ 0.16	\$ 9,648.00
44	210430		HYDROSEED	SQFT	60,300	\$ 0.21	\$ 12,663.00
45	210610		COMPOST (CY)	CY	70	\$ 178.69	\$ 12,508.30
46	211111		PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	1	\$ 81,320.00	\$ 81,320.00
47	280001		CONCRETE BASE	CY	2,021	\$ 593.85	\$ 1,200,170.85
48	377504		NOT USED	N/A			\$ —
49	390132		HOT MIX ASPHALT (TYPE A)	TON	2,597	\$ 184.04	\$ 477,951.88
50	398200		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	304	\$ 109.14	\$ 33,178.56
51	460210		GROUND ANCHOR (TIEBACK)	EA	251	\$ 19,795.00	\$ 4,968,545.00
52	460211		GROUND ANCHOR (SUBHORIZONTAL)	EA	117	\$ 19,795.00	\$ 2,316,015.00
53	460300		SOIL NAIL	LF	11,616	\$ 117.70	\$ 1,367,203.20
54	490317		STEEL SOLDIER PILE (W 14 x 68)	LF	655	\$ 144.45	\$ 94,614.75
55	490321		STEEL SOLDIER PILE (W 14 x 90)	LF	1,510	\$ 176.55	\$ 266,590.50
56	490323		STEEL SOLDIER PILE (W 14 x 132)	LF	1,045	\$ 224.70	\$ 234,811.50
57	490324		STEEL SOLDIER PILE (W 14 x 159)	LF	140	\$ 288.90	\$ 40,446.00
58	490320		STEEL SOLDIER PILE (HP 14 x 89)	LF	3,145	\$ 288.90	\$ 908,590.50
59	490400		24" DRILLED HOLE	LF	555	\$ 144.45	\$ 80,169.75
60	490403		30" DRILLED HOLE	LF	4,289	\$ 149.80	\$ 642,492.20
61	490585		PERMANENT STEEL CASING (36" X 3/4")	LF	1,178	\$ 540.35	\$ 636,532.30
62	490587		PERMANENT STEEL CASING (36" X 1")	LF	2,480	\$ 758.63	\$ 1,881,402.40
63	490604		30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	451	\$ 347.75	\$ 156,835.25
64	490605		36" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	6,374	\$ 353.10	\$ 2,250,659.40
65	490681		30" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET)	LF	352	\$ 355.24	\$ 125,044.48
66	490682		36" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET)	LF	2,421	\$ 352.03	\$ 852,264.63
67	510051	F	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	77	\$ 1,177.00	\$ 90,629.00
68	510053	F	STRUCTURAL CONCRETE (BRIDGE)	CY	2,385	\$ 2,675.00	\$ 6,379,875.00
69	510060	F	STRUCTURAL CONCRETE (RETAINING WALL)	CY	3,093	\$ 2,717.80	\$ 8,406,155.40
70	510064	F	STRUCTURAL CONCRETE, RETAINING WALL-WALER	CY	195	\$ 8,132.00	\$ 1,585,740.00
71	510072	F	STRUCTURAL CONCRETE (BARRIER SLAB)	CY	385	\$ 3,210.00	\$ 1,235,850.00
72	51 0086	F	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N (30))	CY	80	\$ 1,605.00	\$ 128,400.00
73	510094	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	31	\$ 4,424.45	\$ 137,157.95
74	510502		MINOR CONCRETE (DRAINAGE CHANNEL)	CY	63	\$ 2,931.80	\$ 184,703.40
75	511035	F	ARCHITECTURAL TREATMENT	SQFT	19,740	\$ 47.22	\$ 932,122.80
76	511106		DRILL & BOND DOWEL	LF	487	\$ 53.50	\$ 26,054.50

**YBI Westside Bridges Project  
Budget Cost Estimate by Bid Item  
Refined 100% Quantities**

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
77	511111		DRILL AND BOND (CHEMICAL ADHESIVE)	LF	134	\$ 60.99	\$ 8,172.66
78	519100		JOINT SEAL (MR 2")	LF	51	\$ 249.31	\$ 12,714.81
79	520101	F	BAR REINFORCING STEEL (BARRIER SLAB)	LB	49,141	\$ 1.98	\$ 97,299.18
80	520102	F	BAR REINFORCING STEEL (BRIDGE)	LB	617,801	\$ 1.77	\$ 1,093,507.77
81	520103	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	660,429	\$ 1.77	\$ 1,168,959.33
82	520104	F	BAR REINFORCING STEEL (RETAINING WALL)-WHALER	LB	94,500	\$ 1.50	\$ 141,750.00
83	520108	F	BAR REINFORCING STEEL (CIDH CONCRETE PILING)	LB	828,917	\$ 1.77	\$ 1,467,183.09
84	520116	F	BAR REINFORCING STEEL (RETAINING WALL)-SHOTCRETE	LBS	45,500	\$ 1.93	\$ 87,815.00
85	530200	F	STRUCTURAL SHOTCRETE	CY	1,988	\$ 1,562.20	\$ 3,105,653.60
86	550102	F	STRUCTURAL STEEL (BRIDGE)	LB	5,003	\$ 29.96	\$ 149,889.88
87	560218		FURNISH SIGN STRUCTURE (TRUSS)	n/a			\$ —————
88	560219		INSTALL SIGN STRUCTURE (TRUSS)	n/a			\$ —————
89	575004	F	TIMBER LAGGING	MFBM	87	\$ 7,746.80	\$ 673,971.60
90	590115		CLEAN AND PAINT STRUCTURAL STEEL	LS	1	\$ 35,310.00	\$ 35,310.00
91	590116		CLEAN AND PAINT STRUCTURAL STEEL (EXISTING BRIDGE)	LS	1	\$ 35,310.00	\$ 35,310.00
92	590125		SPOT BLAST CLEAN	LS	1	\$ 67,410.00	\$ 67,410.00
93	600114		BRIDGE REMOVAL (PORTION)	LS	1	\$ 532,860.00	\$ 532,860.00
94	600117		REMOVE RETAINING WALL (LF)	LF	1,179	\$ 406.60	\$ 479,381.40
95	600017A		REMOVE RETAINING WALL (ABUTMENT) (LF)	LF	95	\$ 428.00	\$ 40,660.00
96	600018A		REMOVE CAP BEAM	LF	80	\$ 1,669.20	\$ 133,536.00
97	600019		REMOVE CRIB WALL	LF	145	\$ 342.40	\$ 49,648.00
98	600025		REMOVE RETAINING WALL (PORTION) (LF)	LF	60	\$ 203.30	\$ 12,198.00
99	600093		REMOVE TREE	EA			\$ —————
100	600097		REMOVE STRUCTURE (BRIDGE No. 2)	LS	1	\$ 1,926,000.00	\$ 1,926,000.00
101	600098		REMOVE STRUCTURE (BRIDGE No. 3)	LS	1	\$ 805,710.00	\$ 805,710.00
102	600099		REMOVE STRUCTURE (BRIDGE No. 4)	LS	1	\$ 652,700.00	\$ 652,700.00
103	600100		REMOVE STRUCTURE (BRIDGE No. 5)	LS	1	\$ 204,370.00	\$ 204,370.00
104	600101		REMOVE STRUCTURE (BRIDGE No. 6)	LS	1	\$ 184,040.00	\$ 184,040.00
105	600102		REMOVE STRUCTURE (BRIDGE No. 7A)	LS	1	\$ 110,210.00	\$ 110,210.00
106	600103		REMOVE STRUCTURE (BRIDGE No. 7B)	LS	1	\$ 211,860.00	\$ 211,860.00
107	600104		REMOVE STRUCTURE (BRIDGE No. 8)	LS	1	\$ 354,170.00	\$ 354,170.00
108	600155	F	COMPOSITE COLUMN CASINGS	SQFT	448	\$ 214.00	\$ 95,872.00
109	610101		8" PLASTIC PIPE	LF	101	\$ 214.00	\$ 21,614.00
110	627110A		NOT USED	00			\$ —————
111	641101		12" PLASTIC PIPE	LF	326	\$ 231.12	\$ 75,345.12
112	641107		18" PLASTIC PIPE	LF	2,213	\$ 272.85	\$ 603,817.05
113	680902		NOT USED	n/a			
114	682049	F	NOT USED	n/a			\$ —————

**YBI Westside Bridges Project  
Budget Cost Estimate by Bid Item  
Refined 100% Quantities**

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
115	698601		NOT USED	n/a			\$ _____
116	700617		DRAINAGE INLET MARKER	EA	20	\$ 49.22	\$ 984.40
117	703233		GRATED LINE DRAIN	LF	49	\$ 792.87	\$ 38,850.63
118	705307		NOT USED	n/a			\$ _____
119	705311		NOT USED	n/a			\$ _____
120	705471A		NOT USED	n/a			\$ _____
121	709522		INLET DEPRESSION	EA	17	\$ 3,959.00	\$ 67,303.00
122	710100		ABANDON CULVERT (EA)	EA	11	\$ 6,955.00	\$ 76,505.00
123	710110		ABANDON INLET	EA	3	\$ 1,391.00	\$ 4,173.00
124	710132		REMOVE CULVERT (LF)	LF	1,275	\$ 40.66	\$ 51,841.50
125	710150		REMOVE INLET	EA	13	\$ 1,391.00	\$ 18,083.00
126	710154		REMOVE MANHOLE	EA	1	\$ 12,727.65	\$ 12,727.65
127	710194A		CLEANOUT	n/a			\$ _____ -
128	723080		ROCK SLOPE PROTECTION (60-lb, Class II, METHOD B) (CY)	n/a			\$ _____ -
129	729011		ROCK SLOPE PROTECTION FABRIC (CLASS 8)	n/a			\$ _____ -
130	730010		MINOR CONCRETE (6" CITY CURB) (LF)	LF	854	\$ 49.22	\$ 42,033.88
131	731502		MINOR CONCRETE (CONCRETE PAD) (MISCELLANEOUS CONSTRUCTION)	CY	0.6	\$ 9,426.70	\$ 5,656.02
132	731710		REMOVE CONCRETE CURB (LF)	LF	1,753	\$ 13.91	\$ 24,384.23
133	731780A		REMOVE CONCRETE (SLOPE PAVING)	SQFT	41,671	\$ 5.35	\$ 222,939.85
134	731840		REMOVE CONCRETE (CURB AND GUTTER) (LF)	LF	465	\$ 17.23	\$ 8,011.95
135	731840A		REMOVE CONCRETE (GUTTER)	LF	1,033	\$ 14.12	\$ 14,585.96
136	731841A		REMOVE CONCRETE (STAIRCASE)	CY	5	\$ 3,638.00	\$ 18,190.00
137	731842A		REMOVE CONCRETE (SIDEWALK)	CY	8	\$ 722.25	\$ 5,778.00
138	750001	F	MISCELLANEOUS IRON AND STEEL	LB	10,017	\$ 6.53	\$ 65,411.01
139	750010A		CITY MANHOLE	EA	17	\$ 12,947.00	\$ 220,099.00
140	750501		MISCELLANEOUS METAL (BRIDGE)	LB	21,315	\$ 6.90	\$ 147,073.50
141	750502		MISCELLANEOUS METAL (RETAINING WALL)	LB	990	\$ 6.90	\$ 6,831.00
142	750505	F	BRIDGE DECK DRAINAGE SYSTEM	LB	950	\$ 13.91	\$ 13,214.50
143	770080		JOINT UTILITY TRENCH	LF	1,335	\$ 428.00	\$ 571,380.00
144	770090		LIGHTING (CITY STREET)	LS	1	\$ 664,470.00	\$ 664,470.00
145	770091A		TUNNEL LIGHTING (CITY STREET)	LS	1	\$ 636,650.00	\$ 636,650.00
146	770092A		ELECTRONIC TOLL SYSTEMS	LS	1	\$ 369,150.00	\$ 369,150.00
147	780230		SURVEY MONUMENT (TYPE D)	EA	6	\$ 3,745.00	\$ 22,470.00
148	780280		RELOCATE CALTRANS CONTROLLER BOX (LIGHTING)	LS	1	\$ 7,511.40	\$ 7,511.40
149	780285		REMOVE CONDUIT AND CABLE	LF	220	\$ 110.21	\$ 24,246.20
149A	780286A		12" PLASTIC PIPE (AT&T CONDUIT)	LF	200	\$ 649.49	\$ 129,898.00
150	780290		UTILITY BOX (AT&T)	EA	2	\$ 28,569.00	\$ 57,138.00
151	800321		CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD)	LF	862	\$ 64.20	\$ 55,340.40

**YBI Westside Bridges Project  
Budget Cost Estimate by Bid Item  
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Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
152	800360A		CHAIN LINK FENCE (TYPE CL-6 Mod)	LF	680	\$ 577.80	\$ 392,904.00
153	810120		REMOVE PAVEMENT MARKER	EA	158	\$ 5.62	\$ 887.96
154	810170		DELINEATOR (CLASS 1)	EA	12	\$ 49.22	\$ 590.64
155	810190		GUARD RAILING DELINEATOR	EA	15	\$ 27.82	\$ 417.30
156	810230		PAVEMENT MARKER (RETROREFLECTIVE)	EA	245	\$ 6.53	\$ 1,599.85
157	820130		OBJECT MARKER	EA	12	\$ 71.69	\$ 860.28
158	820250		REMOVE ROADSIDE SIGN	EA	13	\$ 112.35	\$ 1,460.55
159	820890		INSTALL SIGN PANEL ON EXISTING FRAME	n/a	-		\$ -
160	820300		REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	5	\$ 82.39	\$ 411.95
161	820360		REMOVE SIGN PANEL	EA	4	\$ 545.70	\$ 2,182.80
162	820710		FURNISH LAMINATED SIGN PANEL (1" - TYPE A)	SQFT	344	\$ 53.50	\$ 18,404.00
163	820750		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	180	\$ 24.08	\$ 4,334.40
164	820820		METAL (BARRIER MOUNTED SIGN)	LB	510	\$ 15.52	\$ 7,915.20
165	820840		ROADSIDE SIGN - ONE POST	EA	11	\$ 331.70	\$ 3,648.70
166	820860		INSTALL SIGN (STRAP AND SADDLEBRACKET METHOD)	EA	28	\$ 112.35	\$ 3,145.80
167	820890		INSTALL SIGN PANEL ON EXISTING FRAME	SQFT	344	\$ 27.82	\$ 9,570.08
168	832015		MIDWEST GUARDRAIL SYSTEM (7' WOOD POST)	LF	253	\$ 192.60	\$ 48,727.80
169	832070		VEGETATION CONTROL (MINOR CONCRETE)	SQYD	114	\$ 98.98	\$ 11,283.72
170	833025	F	TUBULAR BICYCLE RAILING	LF	1,204	\$ 165.85	\$ 199,683.40
171	839521	F	CABLE RAILING	LF	124	\$ 85.60	\$ 10,614.40
172	839543		TRANSITIONAL RAILING (TYPE WB-31)	EA	2	\$ 13,375.00	\$ 26,750.00
173	839584		ALTERNATIVE INLINE TERMINAL SYSTEM	EA	1	\$ 10,058.00	\$ 10,058.00
174	839600A		CRASH CUSHION (SCI-70GM)	EA	3	\$ 41,730.00	\$ 125,190.00
175	839640A		CONCRETE BARRIER (TYPE 60)	LF	355	\$ 365.94	\$ 129,908.70
176	839642A		CONCRETE BARRIER (TYPE 60C Mod)	LF	110	\$ 543.56	\$ 59,791.60
177	839643A		CONCRETE BARRIER (TYPE 60D)	LF	2,039	\$ 117.70	\$ 239,990.30
178	839644A		CONCRETE BARRIER (TYPE 60F Mod)	LF			\$ -
179	839645A		CONCRETE BARRIER (TYPE 60D Mod)	LF	361	\$ 197.95	\$ 71,459.95
180	839716	F	REMOVE AND RECONSTRUCT BARRIER (TYPE 60)	LF	26	\$ 738.30	\$ 19,195.80
181	839720	F	CONCRETE BARRIER (TYPE 836B (MOD))	LF	147	\$ 230.05	\$ 33,817.35
182	839725	F	CONCRETE BARRIER (TYPE 836A) (MOD)	LF	60	\$ 251.45	\$ 15,087.00
183	839742	F	CONCRETE BARRIER (TYPE 836A)	LF	977	\$ 428.00	\$ 418,156.00
184	839744	F	CONCRETE BARRIER TYPE 836 (MOD)	LF	563	\$ 258.94	\$ 145,783.22
185	839752		REMOVE GUARDRAIL	LF	1,010	\$ 34.24	\$ 34,582.40
186	839774		REMOVE CONCRETE BARRIER	LF	190	\$ 94.16	\$ 17,890.40
187	839775		REMOVE CONCRETE BARRIER (TYPE K)	LF	380	\$ 49.22	\$ 18,703.60
188	839780	F	REMOVE AND RECONSTRUCT BARRIER AND RAILING (TYPE 1.5)	LF	33	\$ 1,284.00	\$ 42,372.00
189	846007		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	18,058	\$ 1.66	\$ 29,976.28

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Refined 100% Quantities**

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
190	846009		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	320	\$ 2.19	\$ 700.80
191	846012		THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	4,154	\$ 11.93	\$ 49,557.22
192	846030		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	3,033	\$ 1.12	\$ 3,396.96
193	846035		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	151	\$ 4.60	\$ 694.60
194	847196		CONTRAST STRIPE PAINT (2-COAT)	LF	2,326	\$ 1.07	\$ 2,488.82
195	872001		TEMPORARY LIGHTING SYSTEMS	LS			\$ —
196	872140A		REMOVE ELECTROLIER	EA	16	\$ 2,514.50	\$ 40,232.00
197	872141		REMOVING LIGHTING SYSTEMS (CITY)	LS	1	\$ 38,520.00	\$ 38,520.00
198	999999		MOBILIZATION	LS	1	\$ 9,185,139.20	\$ 9,185,139.20
199	770001		12" WATERLINE	LF	537	\$ 2,247.00	\$ 1,206,639.00
200	770002		GATE VALVE	EA	1	\$ 5,457.00	\$ 5,457.00
201	770003		AIR RELEASE VALVE / BLOW OFFS	EA	4	\$ 4,761.50	\$ 19,046.00
202	770004		REMOVE WATERLINE	LF	300	\$ 85.60	\$ 25,680.00
203	770005		ABANDON WATERLINE	EA	2	\$ 6,206.00	\$ 12,412.00
204	204035		PLANT (GROUP A)	LS	1	\$ 22,630.50	\$ 22,630.50
205	475001		RETAINING WALL (WATERLINE RETAINING WALL A)	LS	1	\$ 237,540.00	\$ 237,540.00
206	100200		RESIDENT ENGINEERS OFFICE	n/a			\$ —
207	050100		LAYDOWN YARD AREA	n/a			\$ —
208	130001		STORM WATER ANNUAL REPORT	EA	2	\$ 802.50	\$ 1,605.00
209	999999A		MOBILIZATION (WATERLINE RETAINING WALL A)	LS	1	\$ -	\$ -
210	832100		BOLLARD (K4)	EA	8	\$ 3,263.50	\$ 26,108.00
211	260203		CLASS 2 AGGREGATE BASE (CY)	CY	623	\$ 117.70	\$ 73,327.10
212	390100		PRIME COAT	TON	3	\$ 1,563.53	\$ 4,690.59
213	610300	F	CONCRETE BACKFILL (PIPE TRENCH)	CY	1	\$ 1,070.00	\$ 1,070.00
214	68200A		CITY CULVERT TRENCH	LF	2,520	\$ 16.05	\$ 40,446.00
215	705500A		INLINE CONTINUOUS DEFLECTIVE SEPARATION UNIT	EA	1	\$ 1,774.02	\$ 1,774.02
216	800322A		CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD, SURFACE MOUNT)	LF	165	\$ 64.20	\$ 10,593.00
217	120149		TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	37	\$ 6.72	\$ 248.64
<b>Total Contract Item Estimate</b>							<b>\$ 83,014,800.49</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$14,899,000	<b>Total PROP K Recommended</b>	\$14,899,000

<b>SGA Project Number:</b>		<b>Name:</b>	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	12/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	13.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP K EP-117U	\$14,899,000	\$14,899,000

### 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.

### Special Conditions

1. Recommendation is conditioned upon MTC approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges project, anticipated January 25, 2023, and SFCTA Board approval of a fund exchange of \$14,899,000 in OBAG 3 funds from SFCTA's West Side Bridges with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated December 13, 2022).

2. Recommendation is conditioned upon concurrent amendment to the Prop K Vehicles - Undesignated 5YPP to add the subject project with \$14.899 million in FY 22/23 funds for the construction phase. These funds will be deobligated from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	86.9%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	87.8%	No TNC TAX	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$14,899,000
--------------------------------	--------------

- 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:

LV

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Yana Waldman	Mike Pickford
<b>Title:</b>	Assistant Deputy Director	Senior Transportation Planner
<b>Phone:</b>	(415) 522-4813	(415) 522-4822
<b>Email:</b>	yana.waldman@sfcta.org	mike.pickford@sfcta.org



# Existing Structures



# 82 YBI Construction Projects

**Macalla Road Reconstruction (TICD)**  
(2019 - 2022)

**YBI Multi-use Path (SFCTA)**  
(2025 - 2027)

**Forest Road Detour (TICD)**  
(2022 - 2023)

**YBI WB Ramps**  
Opened October 2016

**YBI Vista Point**  
Opened May 2017

**I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)**  
(2020 - early 2023)

**West Side Bridges Project (SFCTA)**  
(Spring 2023 - Late 2026)

**Hillcrest Road Widening Project (SFCTA)**  
(2024 - 2027)



**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Vehicles - Undesignated Category (EP 17U)**  
**Programming and Allocations to Date**  
 Pending December 13, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2019/20	2020/21	2021/22	2022/23	2023/24		
SFMTA	Light Rail Vehicle Procurement	1	CON	Allocated	\$10,545,950					\$10,545,950
SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	2	CON	Pending				\$14,899,000		\$14,899,000
<b>Total Programmed in 2019 5YPP</b>					\$10,545,950	\$0	\$0	\$14,899,000	\$0	\$25,444,950
<b>Total Allocated and Pending</b>					\$10,545,950	\$0	\$0	\$14,899,000	\$0	\$25,444,950
<b>Total Unallocated</b>					\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Programmed in 2019 Strategic Plan</b>					\$10,545,950	\$0	\$0	\$0	\$0	\$10,545,950
<b>Deobligated Funds</b>							\$0	\$0	\$0	\$0
<b>Cumulative Remaining Programming Capacity</b>					\$0	\$0	\$0	(\$14,899,000)	(\$14,899,000)	(\$14,899,000)
Pending Allocation/Appropriation										
Board Approved Allocation/Appropriation										

**FOOTNOTES:**

- <sup>1</sup> Strategic Plan and 5YPP amendments to accommodate allocation of \$10,545,950 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).  
 Light Rail Vehicle Procurement: Advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21;
- <sup>2</sup> 5YPP amendment to accommodate allocation of \$14.899M to West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) (Resolution 23-xx, 12/13/2022)  
 West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange): Added project with \$14.899M in construction funds in FY 2022/2023. [Funds to be deobligated from the SFMTA's Light Rail Vehicle Procurement project (SGA 117-910055) pending SFCTA approval of OBAG3/Prop K fund exchange and MTC approval of the OBAG 3 Project List.]



RESOLUTION AMENDING SAN FRANCISCO'S ONE BAY AREA GRANT 3 (OBAG 3) PROJECT NOMINATIONS TO SHIFT \$4,899,000 FROM SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S (SFMTA) BAYVIEW COMMUNITY MULTIMODAL CORRIDOR PROJECT TO SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S (SFCTA'S) WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT (WEST SIDE BRIDGES); APPROVING A FUND EXCHANGE, WITH CONDITIONS, OF \$14,899,000 IN OBAG 3 FUNDS FROM WEST SIDE BRIDGES WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS ALLOCATED TO SFMTA'S LIGHT RAIL VEHICLE PROCUREMENT PROJECT; AND APPROPRIATING, WITH CONDITIONS, \$14,899,000 IN PROP K FUNDS FOR THE WEST SIDE BRIDGES

WHEREAS, The Transportation Authority is delivering the West Side Bridges Seismic Retrofit Project (West Side Bridges) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, The West Side Bridges has been shovel-ready for over 12-months, except for the need to close the final funding gap for the \$113.7 million construction phase, and with increasing construction costs due to supply shortages and inflation, it is critical that the funding gap is closed to enable the project to begin construction in Spring 2023 and avoid further cost escalation; and

WHEREAS, On September 27, 2022, through approval of Resolution 23-10, the Transportation Authority approved San Francisco's OBAG 3 project nominations totaling \$52,855,600 to be submitted to the Metropolitan Transportation Commission (MTC) for final project selection and programming recommendations; and

WHEREAS, The OBAG 3 project nominations included \$10,000,000 for construction of the West Side Bridges and \$5,000,000 for construction of the SFMTA's Bayview Community Multimodal Corridor Project; and

WHEREAS, When the Board approved the OBAG 3 project nominations, the staff recommendation noted that the Bayview Community Multimodal Corridor Project had a pending \$12.3 million grant application for the California Transportation Commission's (CTC) Active Transportation Program (ATP) and if it received the ATP grant, then the Board could redirect up to \$5,000,000 in OBAG funds to another OBAG project since the Bayview project would be fully funded; and



WHEREAS, On October 20, 2022 the CTC released the 2023 ATP staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project, which fully funds the full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application; and

WHEREAS, After reviewing the OBAG 3 project applications, staff recommended amendment of the Transportation Authority's adopted San Francisco's OBAG 3 project nominations to redirect \$4,899,000 from the SFTMA's Bayview Community Multimodal Corridor, which is now fully funded and no longer needs OBAG funds, to the West Side Bridges which, along with upcoming funding actions by the MTC/Bay Area Toll Authority, Caltrans, and TIDA, would fully fund the West Side Bridges construction phase by January 2023; and

WHEREAS, Staff is recommending a fund exchange for \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of previously allocated Prop K funds from the SFMTA's Light Rail Vehicle (LRV) Procurement Project, with conditions; and

WHEREAS, The fund exchange resolves a timing issue for the West Side Bridges to allow the construction contract to be awarded by March 2023, sooner than the OBAG funds will be available; and avoiding further cost escalation; and

WHEREAS, The proposed fund exchange would hold the SFMTA LRV project Procurement Project harmless and the SFMTA and MTC staff support the proposed fund exchange which has the following conditions: Transportation Authority approval of the aforementioned amendment to San Francisco's OBAG 3 project nominations to shift \$4,899,000 from the Bayview Community Multimodal Corridor project to the West Side Bridges; TIDA Board Approval of a Memorandum of Agreement for \$3.5 million for West Side Bridges, expected on December 14, 2022; and MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges, expected on January 25, 2023; and

WHEREAS, Transportation Authority staff has requested \$14,899,000 in Prop K (exchange) funds for the West Side Bridges, as summarized in Attachments 2 and 3 and detailed in the attached allocation request form (Attachment 6); and

WHEREAS, The project seeks funds from the Prop K Expenditure Plan category Vehicles - Undesignated, which is where the exchanged Prop K funds from the LRV Procurement Project come from; and



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

WHEREAS, The appropriation request for the West Side Bridges requires amendment to the Vehicles-Undesignated 5YPP as summarized in Attachment 4 and detailed in the attached allocation request form; 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 November 30, 2022 meeting, the Community Advisory Committee was briefed on the subject requests related to funding the West Side Bridges and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends San Francisco's OBAG 3 project nominations as shown in Attachment 1 to redirect \$4,899,000 in OBAG 3 funds from the SFMTA's Bayview Community Multimodal Corridor Project to the West Side Bridges, increasing West Side Bridges OBAG funds from \$10,000,000 to \$14,899,000; and be it further

RESOLVED, That the Transportation Authority hereby approves a fund exchange of \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions as described above; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles - Undesignated 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$14,899,000 in Prop K funds, with conditions, to the West Side Bridges as summarized in Attachment 4 and detailed in Attachment 6; and be it further

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



RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request form; 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 the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's amended OBAG 3 project nominations and required supporting materials to the MTC.

Attachments:

1. OBAG 3 Project Nominations - Revised
2. Summary of Prop K Request
3. Prop K Project Description
4. Prop K Staff Recommendations
5. Prop K Allocation Summary - FY 2022/23
6. Prop K Allocation Request Form

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## Memorandum

### AGENDA ITEM 8

**DATE:** December 1, 2022

**TO:** Transportation Authority Board

**FROM:** Rachel Hiatt - Deputy Director for Planning

**SUBJECT:** 12/06/22 Board Meeting: Adopt the San Francisco Transportation Plan 2050

<p><b>RECOMMENDATION</b> <input type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>Adopt the San Francisco Transportation Plan (SFTP) 2050.</p> <p><b>SUMMARY</b></p> <p>The San Francisco Transportation Plan (SFTP) is the countywide long-range investment and policy blueprint encompassing every transportation mode, every transit operator, and all streets and freeways. The SFTP 2050 outlines how expected and potential new transportation funding in the city will be prioritized through 2050 to advance the city's goal to build an effective, equitable, and sustainable transportation system. The SFTP considers local and regional goals and priorities. The SFTP is updated every four years along and consistent with the Metropolitan Transportation Commission's (MTC's)/Association of Bay Area Government's (ABAG's) Plan Bay Area (PBA), the long-range transportation plan and sustainable communities strategy for the nine-county Bay Area. MTC/ABAG adopted PBA 2050 in October 2021.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### BACKGROUND

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority develops a long-range transportation plan to establish the City's investment priorities and guide policy initiatives in the sector. The San Francisco Transportation Plan (SFTP) prioritizes and recommends transportation projects and programs for anticipated local, regional, state, and federal funding, and is a tool for San Francisco's advocacy for discretionary (e.g. competitive) transportation funds, as well for new transportation revenues. In addition to investment strategies, the SFTP examines policy and programmatic needs to help reach the



City's long-range goals. The present update of the SFTP provide the basis for San Francisco's input to the region's development of the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), together known as Plan Bay Area 2050 (PBA 2050), adopted by MTC in October 2021. In turn, PBA 2050 has informed development of SFTP 2050.

The last major update to the SFTP was in 2013 (SFTP 2040). In October 2017 the Board adopted a minor update to the SFTP. The SFTP 2050 is part of the third phase of the ConnectSF long-range transportation planning program, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. The Board has been briefed on prior phases of ConnectSF including: the ConnectSF vision, approved by the Board on April 24, 2018; the Statement of Needs, presented on May 21, 2019; the Transit Strategy, presented on April 27, 2021, and the Streets and Freeways Strategy, presented on June 28, 2022. The SFTP uses the ConnectSF Phases 1 and 2 vision, goals, and modal studies to guide prioritization, as well as ongoing outreach, neighborhood plans, local and regional transit operating plans, the City's Climate Action Plan, and known local and regional goals and priorities.

Through this detailed analysis, interagency collaboration, and continuous public engagement, staff evaluated how to prioritize expected and potential new revenues to advance transportation goals—equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement. We presented the SFTP's draft Investment and Vision Plans, including a summary of outreach findings, to the Transportation Authority Board at the September 13, 2022 meeting.

## **DISCUSSION**

Meaningful progress towards San Francisco's transportation goals - equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement - requires a diverse investment plan paired with policy actions. Consistent with PBA 2050 revenue assumptions, the SFTP 2050 Investment Plan estimates that San Francisco will see \$78.9 billion in transportation funding (in constant 2020 dollars) over the thirty years of the plan. Most of this revenue (about 85%) is already committed to specific projects and purposes like local streets operations and maintenance and transit operations. About 15% of the expected revenues are discretionary, meaning that there is flexibility in how they can be invested to improve the transportation system. The SFTP captures these commitments and, through the Investment Plan, proposes how to invest the discretionary revenues most effectively to make progress toward our goals. Discretionary revenues in the Investment Plan include the reauthorization of the half-cent transportation sales tax to fund the 2022 Expenditure Plan, which was approved by voters on November 8, 2022.

The SFTP also includes a Vision Plan because the transportation needs are greater than the expected revenues for transportation. The Vision Plan imagines how to get closer towards city



goals with significant new revenue sources. The Vision Plan totals about \$95 billion dollars in revenues, which includes all the Investment Plan revenues plus an additional \$15 billion in potential new revenues. In total, the Vision plan has \$28 billion in discretionary revenues. Though the plan does not identify specific sources for this new revenue, sources may include, but are not limited to, local and regional measures, as well as increased federal and state funds. The investment categories in the SFTP are consistent with the 2022 Expenditure Plan, with one additional category for transit operations.

**Investment Plan.** The Investment Plan advances all of the transportation goals. With anticipated revenues, the plan funds:

- Major Transit Projects Category includes systemwide improvements to ease crowding, improve reliability, and increase rider capacity on Muni and BART through transit priority for Muni buses and rail, improvements to train control systems, and new vehicles.
- Transit Maintenance and Enhancements Category maintains our transit infrastructure to prevent breakdowns and delays, improves safety, reliability and accessibility with new Muni vehicles and other maintenance and rehabilitation projects for Muni, and San Francisco's share of BART, Caltrain, ferry; improvements to stations and bus stops like new elevators to improve accessibility; and new stations. This category also includes planning for the next generation of transportation investments.
- Paratransit Category continues funding for paratransit operations for seniors and persons with disabilities.
- Street and Freeways Category maintains smooth streets through regular and timely maintenance to keep the recent achievement of meeting a 10-year pavement quality goal and upgrade signs, signals, and pavement markings; improves street safety through upgrades to the pedestrian and bicycle network; maintains the Safe Routes to School Program; and improves safety and operations on freeways.
- Transportation System Development and Management Category includes congestion management and cost effective projects to shift trips to more sustainable modes, and it expands the neighborhood planning program with a focus on equity planning and planning to address changes in land use.
- Transit Operations Category includes operations for Muni, BART, and Caltrain and continues Free Muni for Youth through 2050.

In the Investment Plan we begin to address many needs to address equity gaps and advance citywide transportation improvements. There are still gaps. The most notable is the gap in transit operations, which means that we cannot increase investment levels for Transit Operations beyond what we have in 2022. We also have additional needs for street safety and transit and street maintenance.



**Vision Plan.** The Vision Plan increases the investments to close funding gaps for San Francisco's share of BART operations and exceed pre-pandemic investment levels for Muni operations; reduce the capital maintenance backlog for all operators to improve transit reliability and safety; improve street safety; and expand the Safe Routes to School program. About \$2 billion of potential new revenues from the Vision Plan is set aside as a placeholder that remains flexible for Muni operations, maintenance, and capital investments. This allows flexibility for this future new revenue to increase transit service levels, reduce the transit maintenance backlog to improve reliability, and/or to capital projects to further expand bus or rail in San Francisco.

**Policy Initiatives.** Policy initiatives address transportation trends and larger needs that warrant further exploration and advancement to strengthen investment priorities and their impacts on transportation goals. Policy initiatives cover transit funding for operations and maintenance, regional transit coordination, street safety, personal security, neighborhood planning and equity, planning for mode shift, equity-focused pricing and incentives, capital project delivery, BART and Muni shared station facility maintenance, new mobility and autonomous vehicles, and climate and resilience.

**Outreach.** The SFTP built on outreach findings throughout the ConnectSF process and included community engagement initiatives throughout 2022. We also considered outreach findings from the 2022 Transportation Expenditure Plan development process, which were consistent with what we heard in the SFTP outreach process. The findings of our technical analysis and recommendations in the SFTP are consistent with the feedback we have heard from the public. Investment priorities heard through outreach include restore transit service, improve transit reliability, improve street safety, and plan for the next generation of transportation investments. Policy themes heard through public outreach included improve project delivery and accountability, improve transportation equity and affordability, improve personal security on transit and on streets, and improve regional transit coordination. WE presented the SFTP outreach process and findings were presented to the Transportation Authority Board at the September 13, 2022 meeting.

## **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted Fiscal Year 2022/2023 budget.

## **CAC POSITION**

The CAC considered this item at its November 30, 2022 meeting and unanimously adopted a motion of support for its adoption.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Draft SFTP 2050 Report (without appendices)



**San Francisco  
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Agenda Item 8

Page 5 of 5

- Attachment 2 - Resolution
- Enclosure - Draft SFTP 2050 Appendices

# San Francisco Transportation Plan 2050

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Draft Report: December 2022

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San Francisco County Transportation Authority

**SFTP**<sub>2050</sub>

**ConnectSF**

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## Acknowledgments

### PROJECT TEAM

#### San Francisco County Transportation Authority

**Tilly Chang**, Executive Director

**Rachel Hiatt**, Deputy Director for Planning

**Eric Young**, Director of Communications

**Aliza Paz**, Principal Transportation Planner

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**Dan Tischler**, Principal Transportation Modeler

**Abe Bingham**, Senior Graphic Designer

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**AnMarie Rodgers**, Deputy Director, Citywide Planning

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**Tom McGuire**, Director, Streets Division

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**Keith Tanner**, Senior Transportation Planner

**Darryl Yip**, Senior Transportation Planner

**Emily Heard**, Manager, Funding Strategy and Programs

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# ConnectSF



**San Francisco  
County Transportation  
Authority**

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Appendix F: Streets and Freeways Survey Safety Preferences Findings

## Strategic Topic Papers

Transportation Demand Management (TDM) and Long Range Planning
Road User Charge (RUC)
Revenues
Autonomous Vehicles

## Executive Summary

The San Francisco Transportation Plan (SFTP) is the blueprint for San Francisco's transportation system development and investment over the next 30 years. The SFTP covers all transportation modes, networks, and operators that serve the city and establishes long term investment priorities. The plan is updated every four years in coordination with Plan Bay Area 2050, the regional long-range plan. Through detailed analysis, the ConnectSF long-range planning effort, interagency collaboration, and listening to the public, the San Francisco County Transportation Authority (SFCTA) evaluated ways to improve the transportation system with existing and potential new revenues. The SFTP recommends a balanced Investment Plan that makes meaningful progress towards the ConnectSF vision and goals – equity, safety and livability, sustainability, economic vitality, and accountability and engagement. The SFTP also recommends a set of policy initiatives to support these goals and make the most of our investments.

### SFTP AT A GLANCE

The SFTP includes:

- An Investment Plan to guide the allocation of \$80 billion in existing and anticipated transportation revenues through 2050
- A Vision Plan to guide the allocation of an additional \$15 billion potential new transportation revenues through 2050
- Policy initiatives to complement the Investment Plan and Vision Plan
- Guidance for implementation and monitoring

### SFTP REVENUES

Through 2050, San Francisco can expect to have about \$80 billion in funding available to support the transportation system; this funding makes up the Investment Plan. Most of these funds are already committed to specific projects or purposes. About \$13 billion of the expected revenues are discretionary, meaning there is more flexibility in how they can be allocated.

### WHY DOES THE SFTP MATTER?

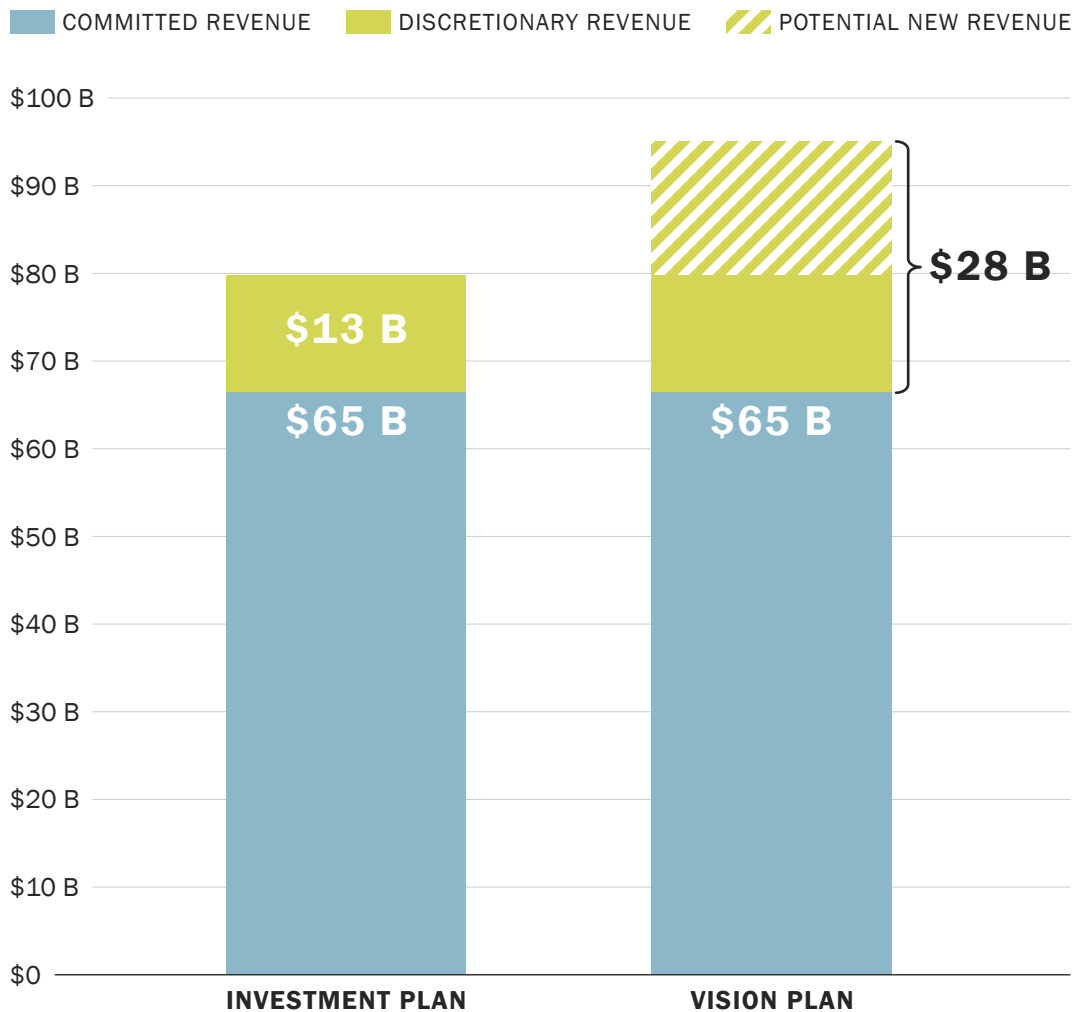
Like many counties in California, San Francisco is a “self-help” county where local revenues make up the majority of transportation funding (Figure 7). Local “matching” funding is often necessary to access federal, state, and regional funds to deliver the projects and services that are essential to meeting our goals.

The SFTP will make the city more competitive for transportation funding at the regional, state, and federal level, including for opportunities made possible by the Bipartisan, Federal Infrastructure Law that was enacted in 2021. Transportation projects seeking this funding must be consistent with the SFTP and the region's long-range transportation plan, Plan Bay Area 2050.

The SFTP also ensures that San Francisco's transportation investments and advocacy are well coordinated and effective in achieving citywide goals.

The 2022 Transportation Sales Tax Expenditure Plan<sup>1</sup> revenues – resulting from a 30-year continuation of San Francisco’s existing half-cent transportation sales tax to 2053 – are included in the Investment Plan’s discretionary revenues. The Vision Plan assumes additional revenues to help move the city closer to the long-term goals for San Francisco’s transportation system. The Vision Plan totals about \$95 billion dollars in revenues, which includes all the Investment Plan revenues plus an additional \$15 billion in potential new revenues. In total, the Vision Plan includes \$28 billion in discretionary revenues. Though the plan does not identify specific sources for this new revenue, sources may include, but are not limited to, local and regional measures, as well as increased federal and state funds. Figure 1 shows the SFTP revenue forecasts in the Investment Plan and Vision Plan.

**Figure 1: SFTP 2050 Investment Plan and Vision Plan Revenues, in Billions of Dollars, 2020**



<sup>1</sup> <https://www.sfcta.org/ExpenditurePlan>

## SFTP INVESTMENT PLAN AND VISION PLAN SUMMARY

The Investment Plan and Vision Plan are organized into six primary categories, consistent with the 2022 Transportation Sales Tax Expenditure Plan approved by San Francisco voters in November 2022, plus the addition of a Transit Operations category. Table 1 shows categories of major investments and funding levels recommended by both the Investment Plan and Vision Plan.

**Table 1: Investment Levels by Category, in Billions of Dollars, 2020**

CATEGORY	INVESTMENT PLAN	VISION PLAN
<b>Major Transit Projects</b> Includes transit reliability, speed, and capacity capital improvements to support local and regional operators providing more frequent bus and rail service, running longer trains, and extending Caltrain in San Francisco.	\$10.37	\$10.37
<b>Transit Maintenance and Enhancements</b> Includes transit maintenance, rehabilitation, and replacement of local and regional transit infrastructure serving San Francisco, and enhancements such as stop/station access improvements, new stations, and planning for the next generation of transit projects.	\$10.88	\$15.86
<b>Paratransit</b> Includes door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service.	\$1.27	\$1.27
<b>Streets and Freeways</b> Includes pedestrian and bicycle safety and traffic calming, maintenance, rehabilitation, and replacement of road infrastructure, streetscape improvements, and freeway safety and operational improvements.	\$5.38	\$7.23
<b>Transportation System Development and Management</b> Includes neighborhood and equity planning to create a pipeline of projects across the city, and Transportation Demand Management strategies – cost-effective projects that support shifting when, how, and where people travel.	\$4.00	\$4.00
<b>Transit Operations</b> Includes transit operations for Muni and San Francisco's share of regional transit services, except for Muni paratransit operations which is shown in a separate category.	\$46.47	\$52.93
<b>Existing Obligations</b> Remaining balances on Prop K grants and debt service.	\$0.55	\$0.55
<b>TOTAL</b>	<b>\$78.92</b>	<b>\$92.21</b>

## ACCOMPLISHMENTS SINCE SFTP 2040

The 2013 SFTP (SFTP 2040) outlined specific recommendations and priorities to improve the transportation system<sup>1</sup>. System monitoring is part of the long-range planning cycle. San Francisco accomplished and advanced many of the recommendations in the past decade, though many remain relevant as we plan for the next 30 years. SFTP 2040 policy recommendations and an overview of accomplishments and current progress are listed in Table 2.

**Table 2: Summary of SFTP 2040 Accomplishments**

SFTP 2040 POLICY RECOMMENDATIONS	ACCOMPLISHMENTS AND PROGRESS
Prioritize revenues to fully fund timely transit vehicle replacement and rehabilitation	The city made a major investment in transit to buy and fully replace Muni buses, light rail, and paratransit vehicles, help rehabilitate existing Caltrain diesel vehicles, and purchase the new Caltrain electric fleet.
Expand transit service while supporting steps to stabilize costs	Prior to the COVID-19 pandemic (pandemic), there was a Muni service expansion of at least 12%. Unfortunately, those gains were eroded by the pandemic. SFTP 2050 is the first time the Investment Plan will not be able to meet transit operating needs. Decreased ridership and the associated loss of fare revenue (caused by the pandemic and persistent today), along with increases in operating costs that exceed the growth in revenues, have created unprecedented financial deficits for all transit operators in the region. See page 20 and page 37 for a discussion of the fiscal cliff transit operators are facing.
Achieve city goals for average pavement condition	In 2020, the city achieved pavement quality goals (Pavement Condition Index 75/100) <sup>2</sup> through coordinated investment from San Francisco's General Fund, the Prop K half-cent transportation sales tax, Prop AA Vehicle Registration Fee <sup>3</sup> , the 2011 Road Repaving and Street Safety Bond, and Senate Bill 1. <sup>4</sup>
Build the pedestrian and bicycle strategies to establish safer neighborhood networks citywide	The separated bikeway network increased by 34 miles and there was rapid growth in the active transportation network, particularly during the pandemic.
Create more complete streets (at lower cost) through coordination with repaving	The city adopted Vision Zero in 2014. The SFCTA established the Vision Zero Committee which met quarterly from 2014 to 2020, after which point regular Vision Zero updates have been presented to the full SFCTA board. The city has implemented quick-build projects on the on the High Injury Network <sup>5</sup> that allowed for quick and innovative improvements to our streets. About 31 miles (19%) of improvement are complete, 22 miles (13%) under construction, and 29 miles (17%) are in design.

<sup>1</sup> <https://www.sfcta.org/projects/san-francisco-transportation-plan#panel-reports-documents>

<sup>2</sup> <https://www.sfcta.org/blogs/milestone-smoother-streets-san-francisco>

<sup>3</sup> <https://www.sfcta.org/funding/prop-aa-vehicle-registration-fee>

<sup>4</sup> <https://dot.ca.gov/programs/sb1>

<sup>5</sup> <https://www.visionzerosf.org/maps-data/>

SFTP 2040 POLICY RECOMMENDATIONS	ACCOMPLISHMENTS AND PROGRESS
Increase investment in employer, school, and community trip reduction programs	The San Francisco Department of Environment, San Francisco Planning Department, SFCTA, and San Francisco Municipal Transportation Agency (SFMTA) jointly developed the 2017 – 2020 Citywide Transportation Demand Management (TDM) strategy <sup>4</sup> , but many recommendations still need to be implemented. To encourage transit ridership, BART piloted the BART Perks <sup>2</sup> program and BART, the SFMTA, and Samtrans launched the Gator Pass <sup>3</sup> to provide free or reduced fares to San Francisco State University students. The Metropolitan Transportation Commission, in partnership with Bay Area transit agencies, launched the Bay Pass <sup>4</sup> pilot program, which will provide free transit access to about 50,000 Bay Area residents.
Increase transparency and promote public involvement by sharing agency prioritization and development processes	The ConnectSF process brought together the SFCTA, the SFMTA, San Francisco Planning Department, and the Office of Workforce Development to jointly form a long-range transportation planning effort, rooted in community engagement. The SFCTA also developed the Neighborhood Program <sup>5</sup> for community transportation planning in response to mobility and equity findings from the SFTP 2040, which found that walking, biking, and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The SFCTA continued to invest in Community Based Transportation Plans and implement their recommendations in Equity Priority Communities. MyStreetSF, an online tool, was created for community members to track transportation projects funded by the SFCTA. <sup>6</sup>
Continue to develop pricing approaches to congestion management	The city developed and implemented SFPark to improve parking availability, the SFCTA began developing an equity-first congestion pricing strategy, <sup>7</sup> and the Planning Department established developer TDM programs <sup>8</sup> to reduce new driving trips associated with new development. The Treasure Island Mobility Management Agency (TIMMA) is implementing a comprehensive multimodal TDM program to support growth on Treasure Island. <sup>9</sup>
Continue rapid transit network development, including bus rapid transit	The city installed nearly 80 miles of transit upgrades since 2014 through the Muni Forward program, implementing a range of elements from the Transit Preferential Streets toolkit. The city now has approximately 70 miles of dedicated transit lanes, along with many other elements to improve reliability such as signal priority, stop rebalancing, and more. Recently, the city completed the Van Ness Bus Rapid Transit and Geary Rapid Phase 1 Projects and installed transit signal priority on the entire Muni bus rapid network. The Muni Service Equity Strategy <sup>10</sup> focuses on improving transit performance in San Francisco neighborhoods with high percentages of households with low incomes and people of color. This strategy is an ongoing effort to improve service performance in eight Equity Strategy neighborhoods, with annual monitoring.

1 <https://sfplanning.org/transportation-demand-management-program>

2 <https://www.BART.gov/guide/perks>

3 <https://bursar.sfsu.edu/students/campus-fees/gator-pass>

4 <https://mtc.ca.gov/news/clipperr-baypass-sets-sail-unlimited-transit-access>

5 <https://www.sfcta.org/policies/neighborhood-program>

6 <https://mystreetsf.sfcta.org>

7 <https://www.sfcta.org/downtown>

8 <https://sfplanning.org/transportation-demand-management-program>

9 <https://www.sfcta.org/projects/treasure-island-transportation-program>

10 <https://www.sfcta.com/projects/muni-service-equity-strategy>

SFTP 2040 POLICY RECOMMENDATIONS	ACCOMPLISHMENTS AND PROGRESS
Continue to coordinate transit investment with land use development plans	The city adopted the Transportation Sustainability Program <sup>1</sup> to ensure new growth contributes to improving and expanding the transportation system. The regional One Bay Area Grant (OBAG) program, administered in San Francisco by the SFCTA, directs transportation funding to the city's adopted Priority Development Areas. <sup>2</sup> The SFCTA continues to support the Caltrain Downtown Extension (DTX) and the redevelopment of Treasure Island, <sup>3</sup> the area around Balboa Park Station, and the redevelopment of Treasure Island, as well as numerous development sites citywide.
Set a vision for managing the city's freeway network	The SFCTA completed the Freeway Corridor Management Study in 2017 and began follow-on work to analyze managed lanes and express bus on US-101/I-280 and coordinate regional express lane strategic planning. <sup>4,5</sup> The SFCTA also completed the SoMa Vision Zero Freeway Ramp Safety Study. The ConnectSF Streets and Freeway Strategy identified priorities for addressing key challenges within the freeway network and is an input to SFTP 2050. <sup>6</sup>
Identify the next generation transit network priorities for BART, Caltrain, and Muni	Through ConnectSF, the Transit Strategy provides a vision for regional and local bus, rail, and ferry and is an input into SFTP 2050. <sup>7</sup> Caltrain developed the Caltrain Business Plan to define how the Caltrain service and corridor should grow and change in the future. <sup>8</sup>
Consider all options for delivering projects	Caltrans, in partnership with the SFCTA, successfully delivered Presidio Parkway as a Public Private Partnership. The TJPA, in collaboration with funding partners, is exploring delivery options for the Caltrain Downtown Extension (DTX) by modeling best practices for governance. The SFMTA is pursuing a joint development method for Potrero Yard and the SFCTA is delivering the Westside Bridges using the Construction Manager/General Contractor process to adapt early construction related learnings. There have also been challenges with project delivery (e.g., Van Ness Improvement Project and Central Subway), resulting in significant delays and cost increases. City agencies are incorporating lessons learned on 19th Avenue and Taraval Improvement projects. The SFCTA is leading an effort to recommend project delivery best practices for major capital projects, in coordination with other city agencies.

1 <https://sfplanning.org/transportation-sustainability-program>

2 <https://www.sfcta.org/funding/one-bay-area-grant-program>

3 <https://www.sfcta.org/projects/treasure-island-transportation-program>

4 [https://www.sfcta.org/sites/default/files/2019-03/FMCS\\_PH2\\_Report\\_FINAL\\_1.pdf](https://www.sfcta.org/sites/default/files/2019-03/FMCS_PH2_Report_FINAL_1.pdf)

5 <https://www.sfcta.org/projects/101280-express-lanes-and-bus-project>

6 [https://connectsf.org/wp-content/uploads/FINAL\\_SFS\\_Report.pdf](https://connectsf.org/wp-content/uploads/FINAL_SFS_Report.pdf)

7 <https://connectsf.org/transit-strategy/>

8 <https://caltrain2040.org/>

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In addition to making progress in the policy recommendations, new needs arose in the areas of emerging mobility and climate since the last major SFTP update in 2013. The city was able to fund additional efforts to advance:

- **Emerging mobility and technology:** San Francisco worked to understand the impacts of Transportation Network Companies (TNCs) such as Uber and Lyft, which provide ridehail service, on the transportation system through a series of analysis and reports including TNCs Today,<sup>1</sup> TNCs & Congestion,<sup>2</sup> TNCs & Land Use,<sup>3</sup> and TNCs & Disabled Access.<sup>4</sup> Proposition D,<sup>5</sup> a voter approved ordinance that collects a tax on fares charged to rides provided by TNCs, autonomous vehicles (AVs), and private transit services passed in 2019. The SFCTA and the SFMTA also adopted 10 guiding principles<sup>6</sup> for new mobility in San Francisco and is actively advocating at the state and federal level to ensure autonomous vehicles support long term transportation goals.
- **Climate:** San Francisco updated its 2021 Climate Action Plan, which is a roadmap for meeting the City's emissions reduction goal to have net-zero emissions by 2040.<sup>7</sup> The Climate Action Plan lays out a path to meet this goal with interventions in five sectors: energy supply, building operations, transportation, housing, responsible production and consumption, and healthy ecosystems. The Department of Environment, the SFCTA, the SFMTA, and the San Francisco Planning Department collaborated to develop the transportation strategies and actions. The SFCTA provided analytical support to forecast the effectiveness of the transportation strategies and the San Francisco Department of Environment and the SFMTA are leading implementation.

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1 <https://www.sfcta.org/projects/tncs-today>

2 <https://www.sfcta.org/projects/tncs-and-congestion>

3 [https://sfplanning.org/sites/default/files/documents/citywide/TNCs-land-use/TNC\\_Land\\_Use\\_Study\\_2022.pdf](https://sfplanning.org/sites/default/files/documents/citywide/TNCs-land-use/TNC_Land_Use_Study_2022.pdf)

4 [https://www.sfmta.com/sites/default/files/reports-and-documents/2019/05/tnc\\_and\\_disable\\_access\\_whit\\_paper-rev11\\_2.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2019/05/tnc_and_disable_access_whit_paper-rev11_2.pdf)

5 <https://www.sfcta.org/funding/tnc-tax>

6 <https://www.sfcta.org/policies/emerging-mobility#panel-guiding-principles>

7 <https://sfenvironment.org/climateplan#The%20Plan>



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## SFTP 2050 Plan Development

### REGIONAL TRANSPORTATION PLAN ALIGNMENT

Plan Bay Area (PBA 2050) is the long-range transportation plan and the Sustainable Communities Strategy for the San Francisco Bay Area.<sup>1</sup> PBA 2050 demonstrates how the transportation network and land use development can work together to reduce greenhouse gas emissions and create more complete, livable, and sustainable communities with sufficient affordable housing, more transportation choices, and easier access to vital services and amenities. The SFCTA coordinates San Francisco's input to PBA 2050, including the list of specific transportation projects and programs to be included in the PBA 2050's transportation investment strategy. Inclusion of projects and programs in PBA 2050 is a prerequisite for receiving some state and federal transportation grants, as well as a requirement for securing a project's federal environmental document approval.

The SFCTA works closely with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), which lead the regional process, to ensure consistency between PBA 2050 and the SFTP. Because SFTP 2050 follows regional guidelines, the draft Investment Plan and its project priorities served as San Francisco's primary input into the PBA 2050 update, adopted in October 2021.

Through PBA 2050, the SFCTA and partners advocated for inclusion of critical regional and local priorities such as the Muni and BART Core Capacity projects, local safety and transit reliability improvements, the Downtown Extension of Caltrain, and the Pennsylvania Avenue Extension.

### EMERGING FROM CONNECTSF

ConnectSF is San Francisco's multi-agency long range transportation planning effort to help build an effective, equitable, and sustainable city. There are three phases in ConnectSF to establish a long-term transportation vision, understand needs, and plan to support future implementation. The three phases of ConnectSF are shown in Figure 2 below. SFTP 2050 is part of Phase 3:

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<sup>1</sup> <https://www.planbayarea.org>

**Figure 2: ConnectSF Phases of Work**

- Phase 1 began by asking, as a city, where have we been, where are we now, and where do we want to go. A vision for San Francisco emerged through extensive community engagement that was guided by five goals: equity; economic vitality; environmental sustainability; safety and livability; and accountability and engagement. The ConnectSF Vision has been used to guide the subsequent phases.
- Phase 2 developed a Statement of Needs, which described San Francisco’s pre-pandemic conditions and future needs that would arise without transportation investments. Phase 2 also included the Transit Strategy and Streets and Freeways Strategy, which offer strategic direction for the future transit system and major streets and freeways within San Francisco.
- Phase 3 includes plans that support future implementation of transportation investments – the SFTP defines investment priorities, and the Transportation Element of the General plan codifies transportation policies.

### CONNECTSF VISION

The vision that emerged from Phase 1 of ConnectSF was one of a growing, diverse, and equitable city. Participants in the outreach process envisioned a transportation system with many reliable ways to get around that are available and affordable to all. This multi-faceted transportation system would be planned and built in a timely manner – a result of strong civic and government engagement.

As part of ConnectSF, the SFTP and builds on previous efforts and uses the ConnectSF goals, shown in Figure 3 below.

**Figure 3: ConnectSF and SFTP Goals**



## PUBLIC OUTREACH

ConnectSF was informed by a robust, continuous outreach process that included focus groups, online surveys, and targeted outreach to community-based organizations. The SFTP brought together the community outreach findings and feedback collected throughout ConnectSF and sought additional community priorities through a multilingual online survey, meetings with community based organizations, and townhall events. The SFTP survey and events were promoted through partnerships with community based organizations. The project team spoke with groups across the city, prioritizing community groups in Equity Priority Communities. In total, there were over 500 survey responses and 15 community meetings. See Appendix E for additional information. The 2022 Transportation Sales Tax Expenditure Plan outreach process also supported the development of the SFTP 2050.<sup>1</sup> This process particularly focused on low-income communities, communities of color, and monolingual communities across the city, to help advance the project's equity goals.

<sup>1</sup> [https://www.sfcta.org/sites/default/files/2022-02/Enclosure%201\\_Reauthorization\\_Outreach\\_Summary.pdf](https://www.sfcta.org/sites/default/files/2022-02/Enclosure%201_Reauthorization_Outreach_Summary.pdf)

Through the public outreach process, the project team heard investment themes that were used to guide the prioritization of discretionary revenues and policy themes to guide the identification/development of policy initiatives.

**Investment Themes Include:**

- Transit investments are important to expand service to pre-pandemic levels and improve reliability
- Street safety is important across the city to reduce conflicts and collisions that harm the most vulnerable road users
- There is a need to start considering the next generation of transportation projects, including new major rail and freeway transformations, to plan for and accommodate future growth in San Francisco, close equity gaps, and repair past harms

**Policy Themes Include:**

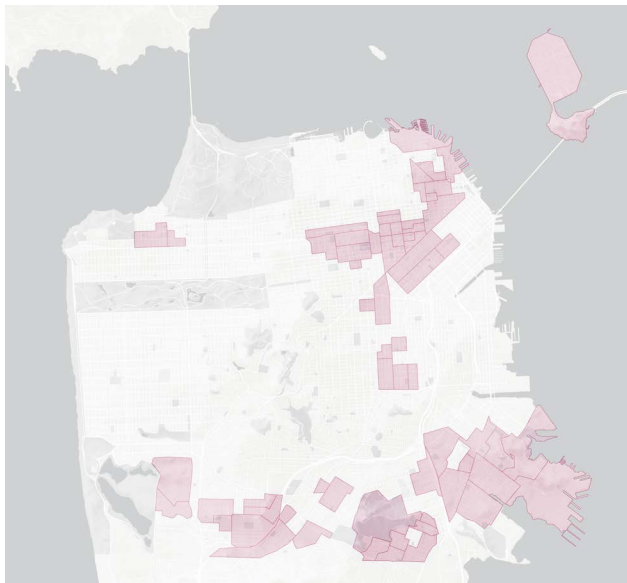
- The need to improve personal security by addressing actual and perceived safety risks on city streets and on transit to promote a greater sense of safety on all modes of travel
- Equity and affordability are important across all modes to reduce barriers and increase access for low-income and vulnerable residents
- The need to improve project delivery and accountability and to create a more transparent planning process
- The need to create a more integrated regional transit system to make trips easier and more reliable

## TRANSPORTATION CHALLENGES

The ConnectSF Streets and Freeways Strategy and the Transit Strategy documented San Francisco's needs and identified solutions to overcome challenges and advance ConnectSF goals. The SFTP brings together these two strategies and prioritizes funding for projects and programs which address San Francisco's most pressing challenges, outlined below.

The SFTP also recognizes that transportation needs can vary between neighborhoods.<sup>1</sup> San Francisco uses a designation called Equity Priority Communities for neighborhoods with high levels of households that could be considered disadvantaged or vulnerable (Figure 4). The SFTP considers outcomes for these neighborhoods alongside citywide outcomes.

**Figure 4:** San Francisco Equity Priority Communities



### EQUITY PRIORITY COMMUNITIES

The Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation planning agency, has designated a set of census tracts as Equity Priority Communities (EPCs). EPCs include census tracts that either have both a concentration of people of color and low-income households or have a concentration of low-income households and three of the remaining six factors – people of color, low incomes, limited English proficiency, zero-vehicle households, seniors 75 years and older, people with disabilities, single parent families, or cost burdened renters.

In San Francisco, vulnerable communities are often located in the same census tracts with more affluent neighborhoods. Because of this proximity, the SFCTA conducts an analysis similar to the MTC's at a more fine-grained level to capture San Francisco's EPCs more accurately, shown in Figure 4.

<sup>1</sup> [https://www.sfcta.org/sites/default/files/2021-09/SFCTA\\_Equity-Assessment-for-New-Sales-Tax-Expenditure-Plan\\_2021-09-17\\_FINAL.pdf](https://www.sfcta.org/sites/default/files/2021-09/SFCTA_Equity-Assessment-for-New-Sales-Tax-Expenditure-Plan_2021-09-17_FINAL.pdf)

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## Infrastructure Maintenance and Rehabilitation

Keeping the existing transportation system in a state of good repair is essential to providing safe and reliable transportation options for residents, workers, and visitors in San Francisco and the region. The SFMTA has a state of good repair backlog that requires replacing obsolete equipment and strengthening critical infrastructure and facilities to handle the increased demands of San Francisco's continued growth. Prior SFTPs and the SFMTA's 2020 State of Good Repair Report<sup>1</sup> highlight the important need to address a backlog in vehicle, facilities, and guideways maintenance. Keeping the transit system in a state of good repair is essential to support safe and reliable transit service. Deferred maintenance not only decreases service reliability but increases maintenance costs to keep old assets functional. Regional transit operators serving San Francisco such as BART and Caltrain also lack the budget to replace, repair, and rehabilitate assets in a timely fashion. This has led to a significant backlog in necessary repairs and leads to increased frequencies of breakdowns, including elevators, faregates, and tracks, resulting in less reliable transit service.

San Francisco recently achieved a city goal by raising the average pavement condition of city roads. Newly repaired and resurfaced pavement benefits all road users from bicyclists to motorists to bus riders. In addition, maintaining roads in a timely fashion, before they fall into poor condition, is less costly. Ongoing investment is needed to maintain this good pavement status and to ensure other roadway infrastructure such as signs, signals, sidewalks, and bicycle facilities are maintained. Climate and earthquake resilience continue to present significant needs and planning is underway to identify and prioritize these.

## Transit Service and Reliability

Transit service levels and ridership demand declined dramatically at the beginning of the pandemic. The ridership demand that remained was overwhelmingly travelers reliant on transit for basic mobility, not the traditional downtown-centric commute, underscoring the lifeline role that transit plays for these populations. Although regional rail service has been restored to near pre-pandemic level and some Muni bus routes have fully recovered or exceeded their pre-pandemic ridership, especially during weekend/off-peak periods, overall ridership demand remains significantly below 2019 levels despite substantial restoration of most service hours. The pandemic also caused a steep drop in revenue associated with reduced ridership. BART, Caltrain, and the SFMTA all suffered significant losses in fare revenues and parking fees. In addition, for the SFMTA, the steep drop in daily commuters and visitors, as well as tourists, led to significant declines in other revenue sources from parking garage revenues to General Fund support. During fiscal years 2021 and 2022, this drop in revenues was mitigated by federal COVID relief funds. When federal relief funds are exhausted in 2025, the SFMTA risks entering a continuous cycle of service

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<sup>1</sup> [https://www.sfmta.com/sites/default/files/reports-and-documents/2021/07/7-20-21\\_mtab\\_item\\_17\\_state\\_of\\_good\\_repair\\_-\\_report.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2021/07/7-20-21_mtab_item_17_state_of_good_repair_-_report.pdf)

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cuts, reduced ridership, and further reductions in revenues that lead to more cuts, unless additional funding sources are secured. Regional transit systems such as BART and Caltrain face similar challenges. The situation is such that the MTC, the nine-county Bay Area's federally designated metropolitan planning organization, has identified finding solutions to avert the transit fiscal cliff a top priority for its state and federal legislative advocacy in the upcoming legislative session.

Even prior to the pandemic, the SFMTA had a growing structural budget deficit. Transit fares and parking revenues declined as a share of the overall budget, from 58% in 2013 to 47% in 2018. During this period, deficits were filled by one-time sources as escalating costs outpaced revenues. Solving this structural problem and expanding transit service will be critical to sustaining essential transportation services, reducing transit crowding, and serving communities reliant on transit.

## Safety

In 2014, San Francisco adopted a Vision Zero policy and set the goal of eliminating traffic deaths by 2024. Currently, Vision Zero includes education programs, street improvements, focused enforcement of the most significant causes of traffic fatalities, and ongoing evaluation. While the framework is robust, more progress is needed to meet this goal: In 2021, there were 27 traffic-related deaths in San Francisco ; so far, in 2022 there have been 30 traffic-related deaths. The Vision Zero Task Force and the SFMTA's Vision Zero Action Strategy focus on multiple efforts from reducing speeds and re-designing streets to pursuing automated enforcement. The recent passage of Prop L provides important funding for Safe Routes to School programs and investment in safe and complete streets.

## Inefficient Use of Limited Street Space

Street space in San Francisco is limited and, in the future, streets need to move more people and goods through the same space there is today. About 45% of all trips to, from, and within San Francisco are made by driving, and roughly half of these are drive alone trips. The city needs to manage this valuable public resource to make the most sustainable and space-efficient modes more effective, and to maximize accessibility for all.

## Climate and Emissions

The world is in a climate crisis and transportation comprises 46% of GHG emissions in San Francisco. San Francisco's climate goals include achieving net zero emissions by 2040. Private transportation makes up almost half of the city's greenhouse gas emissions, most coming from cars and trucks.<sup>1</sup> To meet these goals, transit, walking, biking, and carpooling need to be more convenient for more people. This is especially true for local trips. Currently, more than 40% of car trips in San Francisco are three miles or

<sup>1</sup> <https://sfenvironment.org/climateplan>

less. Improvements to transit reliability and street safety can help people choose transit, walking, and biking more often. While the SFMTA has one of the greenest transit fleets, doing its part to switch to zero emission buses involves significant costs with procurement of new vehicles and the retrofit and construction of maintenance facilities for the new fleet. The city is also preparing for e-bike adoption and private vehicle fleet transitions by planning for secure bike parking and Electric Vehicle charging facilities citywide.

### **ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

Transportation is San Francisco's biggest source of greenhouse gas emissions, at 46%. San Francisco's Climate Action Plan sets a target to achieve net-zero emissions citywide by 2040 and highlights the need for significant investments throughout our transportation and land use efforts to reach the climate goals. It also sets a goal to have 25% of all registered vehicles be electric vehicles (EVs) by 2030 and 100% by 2040. At the state level, California's Advanced Clean Cars II rule sets a path for 100% of new cars and trucks sold in California to be electric vehicles by 2035.

The City needs to advance local policies and investments to make this possible, while at the same time working to shift as much travel as possible to transit, walking, and biking. To support the transition to EVs for those who need to drive, the city needs more infrastructure to ensure the widespread availability of electric charging and establish programs and policies to improve affordability of owning and maintaining these vehicles in place of internal combustion engine vehicles. In a dense urban environment where many residents live in multi-unit buildings, one challenge is that a significant share of drivers do not have off-street parking and will require charging opportunities elsewhere. The cost of this infrastructure is beyond the funding ability of local revenue sources. The city needs to encourage private investment while at the same time seeking regional, state, and federal funding opportunities to expand EV charging infrastructure.

Electric bikes (e-bikes) are important to help shift trips from driving and have the potential to enable new types of trips, compared to standard bicycles. However, there are similar challenges for e-bike adoption as EV adoption – parking in residential buildings, access to charging, and affordability.

In recognition of the benefits of e-bikes, jurisdictions across the country, including Contra Costa and San Mateo Counties, have introduced e-bike purchase incentive programs and the California Air Resources Board is also developing a \$10 million e-bike subsidy program at the state level.<sup>1</sup>

<sup>1</sup> <https://ww2.arb.ca.gov/news/nonprofit-administrator-selected-implement-new-statewide-income-based-electric-bicycle>



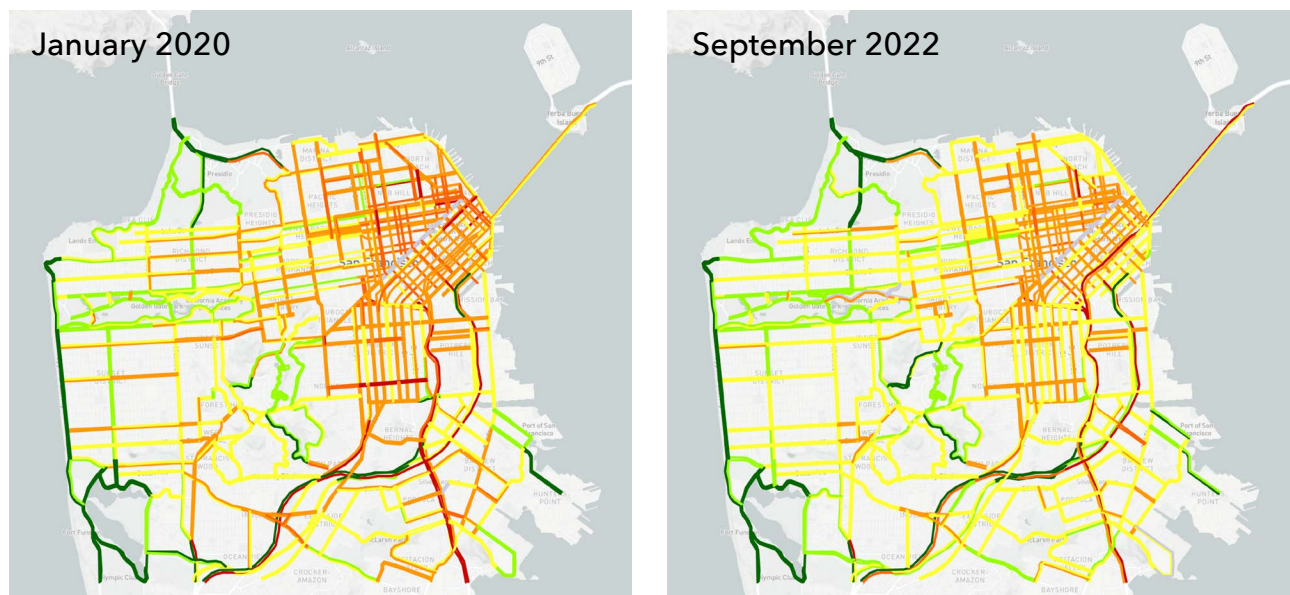
## Repairing Harms and Reconnecting Communities

Past investments in San Francisco's freeways and major roads have displaced communities and divided neighborhoods, many of which are historically low-income and communities of color. These freeways and roads are now significant paths of travel but remain transportation barriers in the neighborhoods where they are located, contribute to poor air quality, and create safety challenges, especially for people walking and biking. As efforts advance to redesign our streets, the city needs to work with communities to repair the harms created by past investments through concepts that combine transportation and land use opportunities. Repairing past harms will require extensive community engagement to identify and shape transformative projects across the city.

## The COVID-19 Pandemic

The SFTP 2050 was developed during unprecedented times when travel behaviors, San Francisco's transit network, and the transportation funding ecosystem all changed because of the pandemic. Congestion precipitously dropped early in the pandemic but has gradually returned and now rivals 2019 levels in some areas. The congestion patterns are different than before the pandemic began (see Figure 5). For example, in the AM peak period, freeway speeds have declined since shelter-in-place orders but remain above pre-pandemic speeds. However, this is not true everywhere. The Bay Bridge, I-80, Central Freeway, and northbound US-101 are more congested than they were before the pandemic in both the AM and PM periods. In the PM peak period, freeway congestion has returned to pre-pandemic levels, and the Bay Bridge, I-80, and parts of northbound US-101 are more congested. Arterial speeds remain slightly higher than pre-pandemic levels.

**Figure 5: San Francisco Congestion Pre-pandemic and 2022**

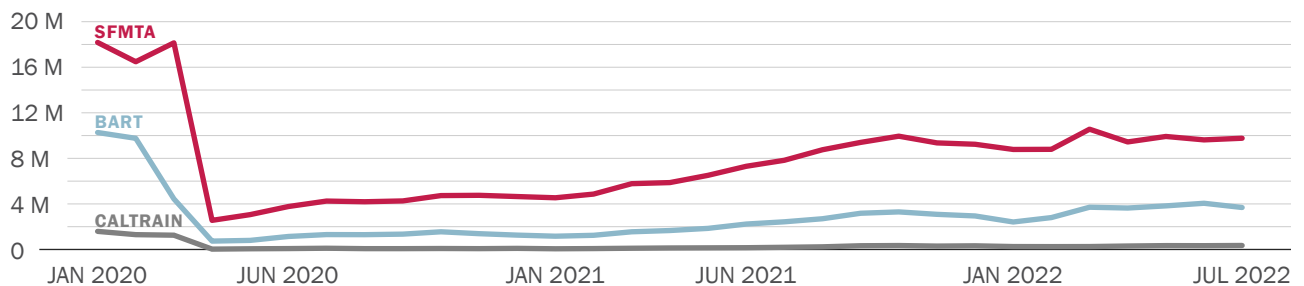


Source: COVID congestion tracker, (AM Peak Auto Level-of-Service)

In early 2020, transit ridership across the region dropped drastically because of the pandemic, and transit service was reduced. Muni carries more low-income riders than all area operators combined.<sup>1</sup> As San Francisco began to gradually reopen from shelter-in-place orders, the SFMTA Muni service was increased with a focus on serving communities most dependent on transit and essential workers and ridership began to gradually rise. Though federal COVID-relief funding helped avoid mass layoffs and worse service cuts, staffing shortages and structural budget deficits have kept transit service from being restored to pre-pandemic levels. By September 2022, Muni ridership reached about 57% of pre-pandemic ridership, with some lines exceeding 2019 levels. During this same time, San Francisco was able to make quick progress on transit priority projects to improve speed and reliability along critical bus routes while expanding the active transportation network to create space for people to safely walk and bike.

Regional rail operators (BART and Caltrain) also reduced service early in the pandemic to match employee availability and passenger demand. These regional railways have high fixed costs. Reduced service led to somewhat reduced operational expenses, but not enough to offset the agencies' lost fare and parking revenues. Federal COVID-relief funds helped sustain regional transit service and avoid layoffs. As the region began to reopen, BART and Caltrain restored service on these systems close to pre-pandemic levels to attract back ridership. Ridership levels have increased, but remain far below pre-pandemic levels. BART is an essential service for regional trips and, during the pandemic, the demographics of riders changed including an increase riders who do not own a vehicle, identify as non-white, and have annual household incomes under \$50,000.<sup>2</sup> By September 2022, BART weekend ridership ranged from 60 - 70% of pre-pandemic projections, while weekday ridership reached 38%. By July 2022, Caltrain monthly ridership reached about 25% of pre-pandemic ridership (see Figure 6). Both agencies, like the SFMTA, are facing fiscal cliffs with respect to operations funding, when the federal relief funds run out as soon as 2025. The fiscal cliff means that all three operators will not have sufficient operating funds to continue providing current service levels, and will need to make service cuts unless new funding is identified after federal relief funds run out.

**Figure 6: Monthly Passenger Boardings, January 2020 through July 2022**



Source: <https://mtc.legistar.com/View.ashx?M=F&ID=11347247&GUID=B7212F8D-6BDA-419E-B27D-D9ADE63CF2B2> (page 2)

<sup>1</sup> <https://transit-riders.sfcta.org>

<sup>2</sup> [https://www.bart.gov/sites/default/files/docs/BARTFacts2021\\_2.pdf](https://www.bart.gov/sites/default/files/docs/BARTFacts2021_2.pdf)

The SFTP recommendations were developed during this time of dramatic change. As the pandemic and transportation funding circumstances continue to evolve, the plans and recommendations developed in the SFTP 2050 will guide investments to support equitable recovery and advance the city’s transportation goals. The SFTP is updated every four years, which provides the chance to make refinements and account for new and emerging issues and opportunities.

**TRANSPORTATION FUNDING**

The SFTP Investment Plan includes about \$80 billion in revenues for transportation in San Francisco through 2050, including about \$2.8 billion in anticipated new federal, state, and regional funds consistent with assumptions in the region’s PBA 2050. Most of this revenue (about 85%) is already committed to specific projects and purposes like local streets operations and maintenance, the Mission Bay Ferry Landing, and programs like transit operations. About 15% of the expected revenues are discretionary, meaning that there is flexibility in how they can be invested to improve the transportation system. The SFTP captures these commitments and, through the Investment Plan, proposes how to invest the discretionary revenues most effectively to make progress toward our goals.

The SFTP also includes a Vision Plan because the transportation needs are greater than the expected revenues for transportation. The Vision Plan imagines how to get closer towards city goals with significant new revenue sources. The Vision Plan totals about \$95 billion. It assumes all of the Investment Plan revenues and layers on an additional \$15 billion in potential new revenue sources. The plan does not specify what these new revenue measures should be; they could be a combination of local, regional, state, and federal revenues. The Investment Plan and Vision Plan allocate the discretionary revenues based on the priorities identified through public outreach, technical analysis, and known city and regional priorities.

Figure 7 compares transportation revenues assumed in the Investment Plan and Vision Plan. Figure 8 shows the revenue sources. Most of the revenues are local, which are increasingly important for leveraging regional, state, and federal funding opportunities.

**Figure 7: Committed, discretionary, and vision revenues in the SFTP, in Billions of Dollars, 2020**

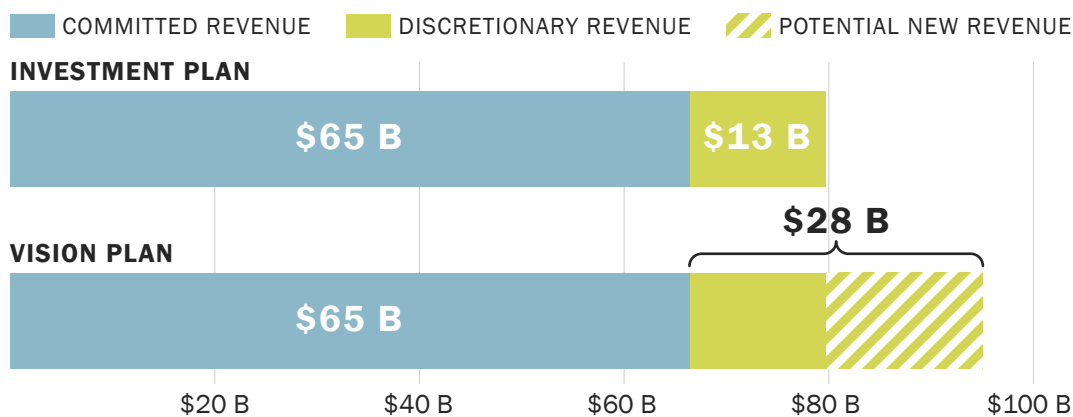
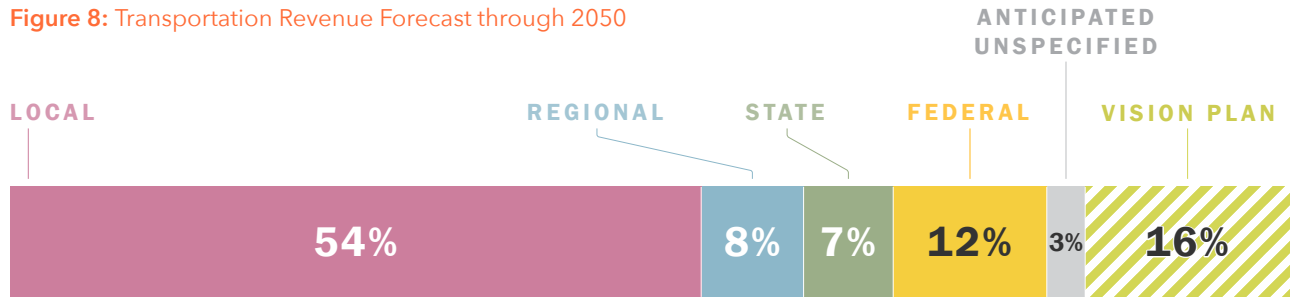


Figure 8: Transportation Revenue Forecast through 2050



Appendix B includes the assumptions used to estimate expected revenues in more detail.<sup>1</sup> All revenues are shown in 2020 dollars.

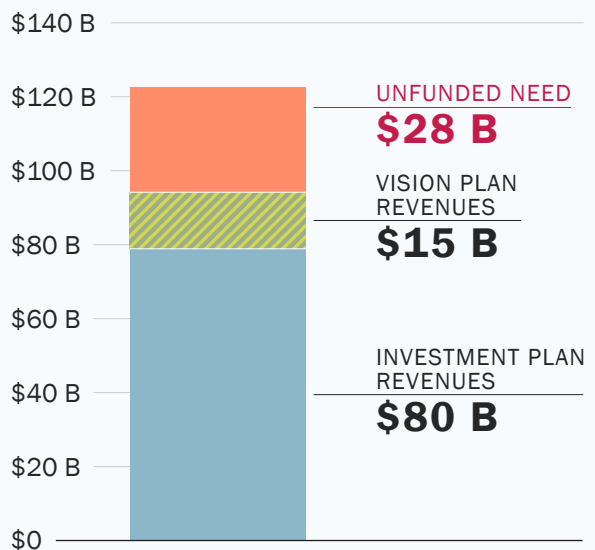
The transportation needs exceed the revenues in the SFTP. For example, if all discretionary revenues were put towards transit maintenance, there would still not be enough revenues to eliminate the maintenance backlog. The SFTP includes needs beyond transit, which means that revenues need to be prioritized across the entire multi-modal transportation in order to achieve a balanced system.

<sup>1</sup> See Revenues strategic topic paper

**UNDERSTANDING OUR NEED**

The SFCTA issued a call for projects to all the transportation agencies and departments that serve San Francisco. This call asked for all capital and operating funding needs for the 2021 - 2050 period. Agencies were asked to draw on operating budgets, capital plans, PBA 2050 project lists, and other planning documents to provide this information. SFCTA staff compiled this information to inform the development of the Investment Plan and Vision Plan for the SFTP 2050, as well as the 2022 Transportation Sales Tax Expenditure Plan.

Figure 9: San Francisco's Transportation Needs through 2050



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## SFTP 2050 Recommendations

### PROGRAMS AND PRIORITIES

Investments in complementary projects and programs will be needed to address San Francisco's transportation challenges and realize the ConnectSF vision. A key role of the SFTP is to prioritize expected and potential new revenues through 2050 to create an investment blueprint for San Francisco's comprehensive transportation system. The SFTP presents two funding plans: the Investment Plan and the Vision Plan. The Investment Plan matches expected and available revenues to future investments, and the Vision Plan demonstrates how additional potential new revenues could be used to further fund outstanding transportation needs.

The SFTP built on previous phases of ConnectSF, including the vision and goals stages, and draws from two modal plans: The Transit Strategy, and The Streets and Freeways Strategy. It was informed by community engagement throughout these processes as well as the development of the 2022 Transportation Sales Tax Expenditure Plan, San Francisco's 2021 Climate Action Plan Update, and multiple neighborhood, citywide, and regional transportation plans. Input from all these sources was used to define priorities for strategic investment.

Based on these inputs, the below guiding principles were used to develop the Investment Plan, each with a focus to address known transportation inequities:

- Invest to maintain transportation infrastructure in overall good condition and reduce the maintenance backlog to improve safety and reliability
- Invest to improve transit reliability and efficiency, particularly on the busiest lines and to reduce equity disparities
- Invest in core capacity and rail modernization to allow for more frequent and reliable Muni and BART train service and improve safety across the system
- Invest in street safety improvements across the city
- Invest in the walking and bike network to close gaps and improve connections to transit

The additional revenues in the Vision Plan will enable further progress toward the SFTP goals. Based on outreach findings and known transportation goals and priorities, the below guiding principles were used to guide investments for the additional Vision Plan revenues:

- Increase funding levels for Muni operations to meet or exceed pre-pandemic service levels

- Support Muni transit reliability and metro modernization by focusing on state of good repair
- Invest in street safety for all travelers
- Advance transformative transportation projects to add rail capacity and reconnect communities and repair past harms of past investments in our major roads and freeways

The 2022 Transportation Sales Tax Expenditure Plan – a recently passed 30-year continuation of San Francisco’s existing half-cent transportation sales tax to 2053 – helps to implement the SFTP by making up a portion of the discretionary revenues that are used to leverage federal, state, and other revenues. The 2022 Transportation Sales Tax Expenditure Plan anchors the SFTP Investment Plan, which uses the investment categories of the 2022 Transportation Sales Tax Expenditure Plan plus one additional category for transit operations. These categories are summarized below.

1. **Major Transit Projects** includes transit reliability, speed and capacity capital improvements to support local and regional operators providing more frequent bus and rail service, running longer trains, and extending Caltrain in San Francisco.
2. **Transit Maintenance and Enhancements** includes transit maintenance, rehabilitation, and replacement of local and regional transit infrastructure serving San Francisco, and enhancements such as stop/station access improvements, new stations, and planning for the next generation of transit projects.
3. **Paratransit** includes door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service.

### NEXT GENERATION REGIONAL PROJECTS AND INITIATIVES

Partner transportation agencies are advancing projects and initiatives that the city supports but whose costs aren’t accounted for in this plan’s funding envelope. Most are in the early stage of development, with only preliminary cost, schedule, scope details, and significant funding gaps. This includes major projects such as Link21, which will include a new transbay passenger rail crossing between Oakland and San Francisco; the Bay Skyway project, which will construct a bicycle and pedestrian pathway on the west span of the San Francisco-Oakland Bay Bridge; the regional express lane network; and the California High Speed Rail project.

PBA 2050 also includes regional initiatives consistent with the SFTP’s objectives, such as the implementation of regionwide transit fare integration, robust demand management strategies, and the expansion of resilience and electrification programs. The SFCTA will continue to coordinate with sponsors of these projects and policy initiatives and provide input to planning, development, and as appropriate, implementation, as additional details emerge.

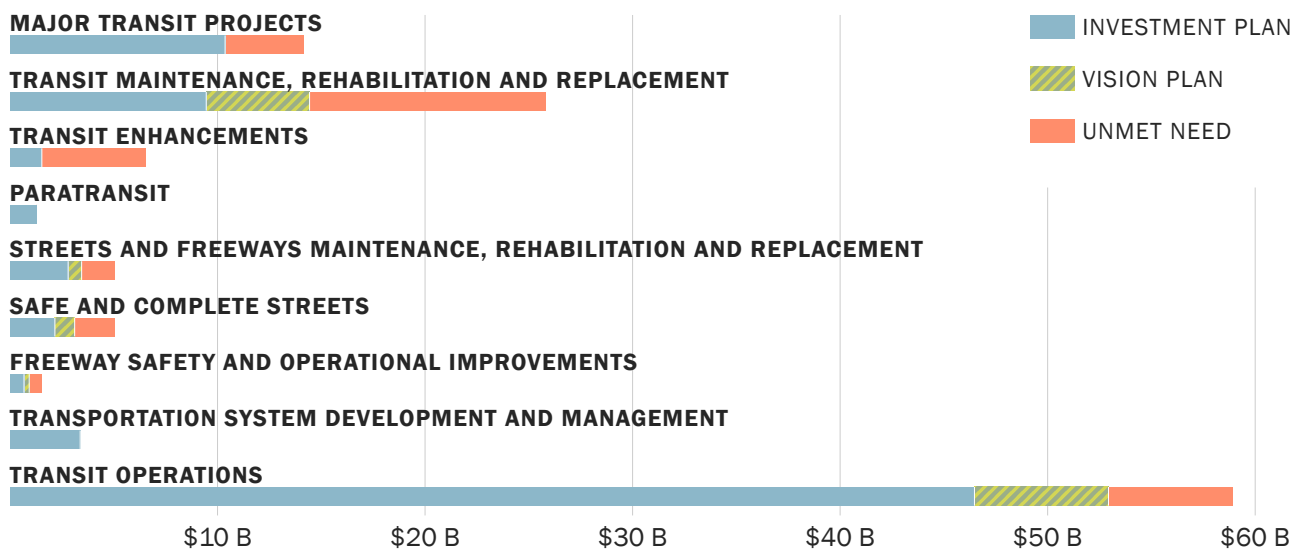
4. **Streets and Freeways** includes pedestrian and bicycle safety and traffic calming, maintenance, rehabilitation and replacement of road infrastructure, streetscape improvements, freeway safety, and operational improvements. Expansion of the active transportation network is also included with a focus on achieving Vision Zero.
5. **Transportation System Development and Management** includes neighborhood and equity planning to create a pipeline of projects across the city and Transportation Demand Management strategies that include cost-effective projects that support shifting when, how, and where people travel.
6. **Transit Operations** includes transit operations for Muni and San Francisco’s share of regional transit services, except for Muni paratransit operations, which is shown in a separate category.

**INVESTMENT PLAN AND VISION PLAN**

Figure 10 and Table 3 present SFTP investment categories with the total need, Investment Plan funding, and Vision Plan funding. See Appendix A for more details of the needs and investment levels.

About \$2 billion of the new local/regional discretionary revenue in the Vision Plan is set aside as a placeholder for transit system investments. Given the uncertainty the city faces, this allows flexibility for future new revenue to be directed towards transit operations to further increase service levels, transit capital maintenance and/or priority and rehabilitation to improve reliability, and/or to capital projects to further expand bus or rail in San Francisco. The SFCTA will continue to work closely with local and regional stakeholders to identify which new revenue sources to pursue and when and how to best allocate the resources.

**Figure 10: Investment Categories, Total Needs, and Investment Levels, in Billions of Dollars, 2020**



**Table 3: SFTP Investment Categories, Total Needs, and Investment Levels, in Billions of Dollars, 2020**

NAME	DESCRIPTION	NEED (B)	INVESTMENT PLAN (B)	VISION PLAN (B)
<b>Major Transit Projects</b>	Funding for Muni reliability and efficiency projects in addition to major system enhancements and capacity expansions such as BART and Muni Core Capacity and the Caltrain Downtown Extension	\$14.15	\$10.37	\$10.37*
<b>Transit Maintenance and Enhancements</b>				
Transit Maintenance Rehabilitation and Replacement	Vehicles, guideways, and facilities maintenance for Muni, BART, and Caltrain	\$20.85	\$9.39	\$14.37*
Transit Enhancements	Customer-facing improvements that promote system connectivity, accessibility, and improve transit service experience for riders	\$6.51	\$1.49	\$1.49*
<b>Paratransit</b>	Door-to-door van, taxi, and other transportation for seniors and people with disabilities who are unable to use fixed-route transit service	\$1.27	\$1.27	\$1.27
<b>Streets and Freeways</b>				
Maintenance, Rehabilitation and Replacement	Funding to prevent the deterioration of roadways and maintain pavement, sidewalks, signs, signals, and bike lanes	\$8.76	\$2.79	\$3.44
Safe and Complete Streets	Programmatic improvements to the transportation system to make it safer for all road users, to help achieve Vision Zero, and to expand the active transportation network	\$7.43	\$2.10	\$3.05
Freeway Safety and Operational Improvements	Improvements to the freeway network to improve transit speeds and promote carpooling, improve safety for all travelers at on- and off-ramps, and improve connectivity	\$1.26	\$0.49	\$0.74
<b>Transportation System Development and Management</b>				
Transportation Demand Management	Cost-effective projects intended to shift trips to more sustainable modes like transit, walking, and biking, and to shift travel to less congested times	\$2.86	\$2.82	\$2.82
Transportation, Land Use, and Community Coordination	Citywide and community-based planning to improve equity-focused planning and identify transportation improvements that support increased housing density in existing low-density neighborhoods.	\$1.18	\$1.18	\$1.18
<b>Transit Operations</b>	Local and regional transit operations and fares, plus the extension of the SFMTA's Free Muni for Youth program through 2050	\$57.75	\$46.47	\$52.93*
<b>Existing Obligations</b>	Existing Prop K sales tax debt obligations	\$0.55	\$0.55	\$0.55
<b>Total</b>		\$124.63	\$78.9	\$92.2

\* Programs where about \$2 billion of the new local/regional discretionary revenue in the Vision Plan is set aside as a placeholder for transit operations/transit capital investments could be allocated

The following pages show what specific achievements that San Francisco could see from the Investment Plan and Vision Plan. Achievements are organized by categories in the table above.





### Core Capacity and Transit Priority

From Major Transit Projects in Table 3

The Investment Plan funds the SFMTA’s Muni Metro Modernization/ Subway Modernization Program and BART’s Core Capacity Program – packages of strategic investments that will safely and reliably move more people along San Francisco’s rail system. Upgrades to both the Muni and BART train control systems and facilities will allow both agencies to run more frequent trains; the SFMTA will be able to run longer trains. These upgrades will reduce transit crowding and increase frequency and reliability along San Francisco’s rail network.

The SFTP also funds transit priority on streets with the busiest bus lines.<sup>1</sup> Improvements include transit-only lanes, signal improvements to reduce the time buses wait at red lights, and transit stop improvements like longer and accessible boarding islands.

<sup>1</sup> <https://connectsf.org/transit-strategy>



photo courtesy of the Port of San Francisco

### Mission Bay Ferry Landing

From Transit Enhancements in Table 3

The Investment Plan fully funds a Mission Bay Ferry Landing, which will provide regional ferry service to and from the Mission Bay, Potrero Hill, and Dogpatch neighborhoods with an estimated capacity of 6,000 passengers per day. The landing will alleviate current regional transportation crowding, provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events, and will reduce San Francisco’s carbon footprint.



### Downtown Rail Extension

From Major Transit Projects in Table 3

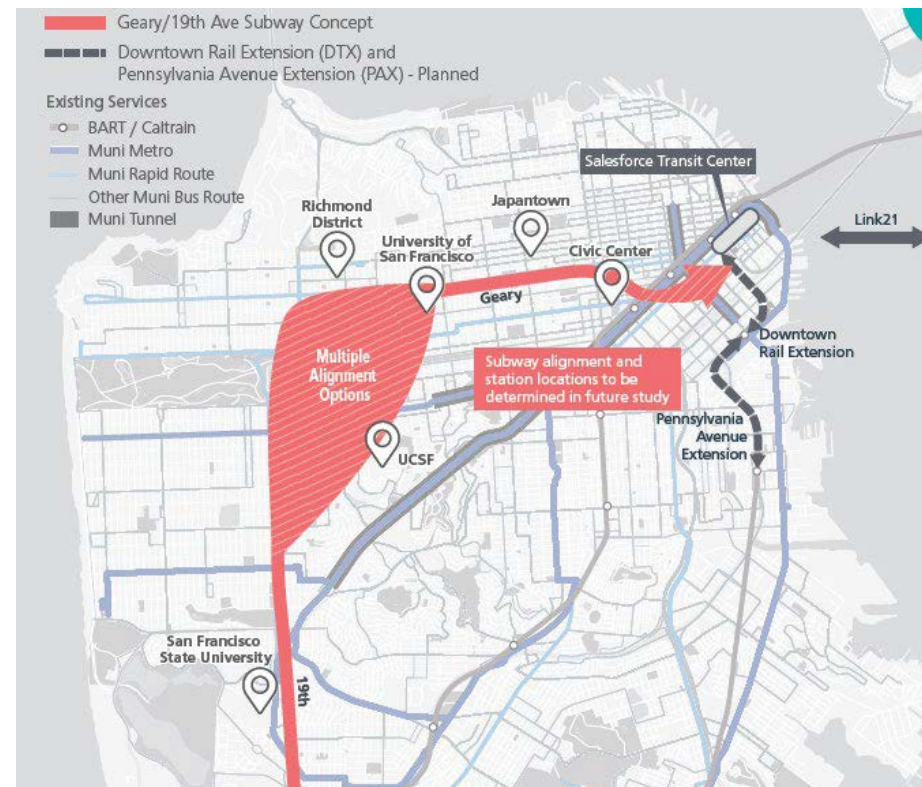
The Investment Plan fully funds the Downtown Rail Extension, which will extend Caltrain and future California High-Speed Rail service from the existing 4th and King rail yard to the newly constructed Salesforce Transit Center. The project will ultimately connect 11 Bay Area transit systems from San Francisco to the East and North Bays, and the Peninsula and South Bay, providing a one-seat ride from the Bay Area to Los Angeles through the California state rail system.



## Southeast Caltrain Station

From Transit Enhancements in Table 3

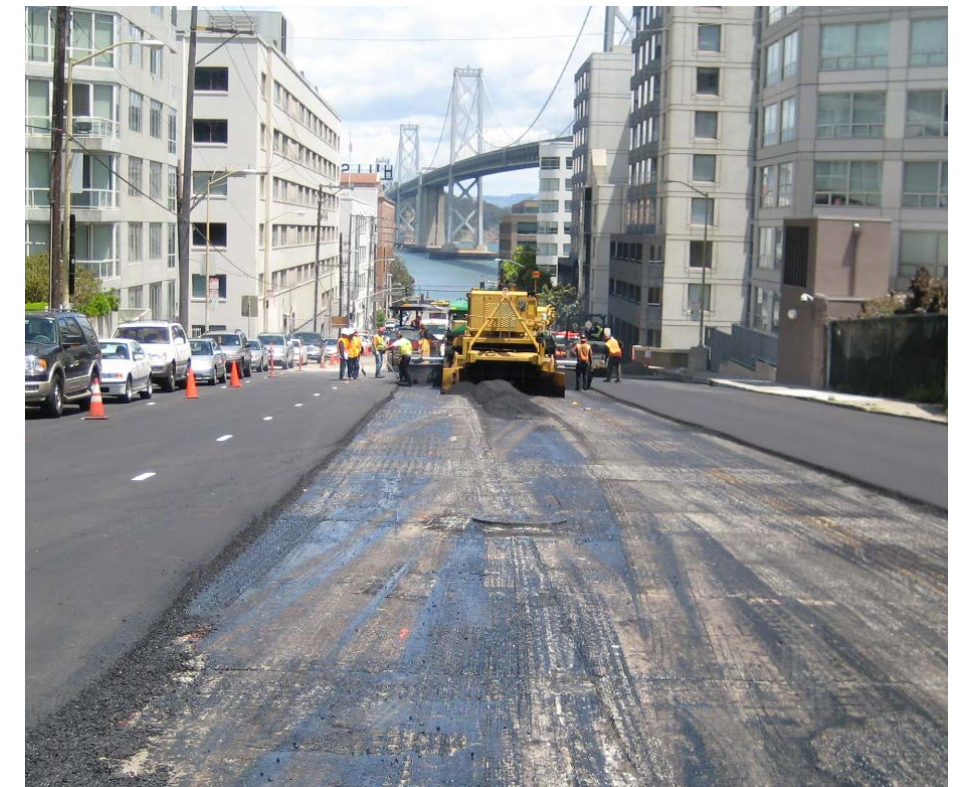
The Investment Plan fully funds a new Caltrain station in the Bayview neighborhood which will restore regional rail service that was lost when the Paul Avenue station closed in 2005. The new station will ensure Bayview residents have better access to the regional transit system and benefit from planned investments in high-speed rail and the Downtown Rail Extension.



## Next Generation Transit

From Transit Enhancements in Table 3

The SFTP Investment Plan funds preliminary planning work and has room for implementation for San Francisco's next generation of transit investments envisioned in San Francisco's Transit Strategy, including a subway line on Geary and 19th Avenue, a new transbay rail crossing (Link 21), and an extension of the Central Subway to Fisherman's Wharf. Additional investments in preliminary planning and implementation could be made in the Vision Plan, depending on how the potential \$2 billion in local/regional discretionary revenue that is set aside a placeholder for transit operations/transit capital investments is allocated.



## Repaving

From Street Maintenance in Table 3

The SFTP Investment Plan funds ongoing street maintenance, which will maintain San Francisco's recently attained 10-year pavement quality goal and improvements and upgrades to signs, signals, and pavement markings. Well-maintained streets are less expensive to repair. Road maintenance and repairs also support safe and efficient travel for all street users and reduce vehicle repair costs and transit vehicle maintenance costs.



## Safe Routes to Schools

From Safe and Complete Streets in Table 3

The Investment Plan and Vision Plan maintain and expand the San Francisco Safe Routes to School program. This program aims to make walking and bicycling to school safer and more accessible for all children through educational programming and infrastructure improvements around school sites.



## Vision Zero and Pedestrian Safety

From Safe and Complete Streets in Table 3

San Francisco adopted a Vision Zero policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The Investment Plan and Vision Plan fund investments to make streets safe and address the leading causes of serious injuries and death on our roadways. Improvements include about 200 miles of improvements to the pedestrian and bike network,<sup>1</sup> new crosswalks, curb ramps, traffic calming to slow speeds, and complete streets efforts to create dedicated space for transit, walking, and biking.



## Vision Zero Ramps

From Freeway Safety and Operational Improvements in Table 3

The Investment Plan funds near-term safety improvements to freeway on- and off-ramps where they intersect with local streets. These investments will improve safety for all road users and can help close gaps in the walking and biking network. New and upgraded traffic signals, pavement markings, crosswalks, and sidewalk extensions are examples of Vision Zero ramp improvements.

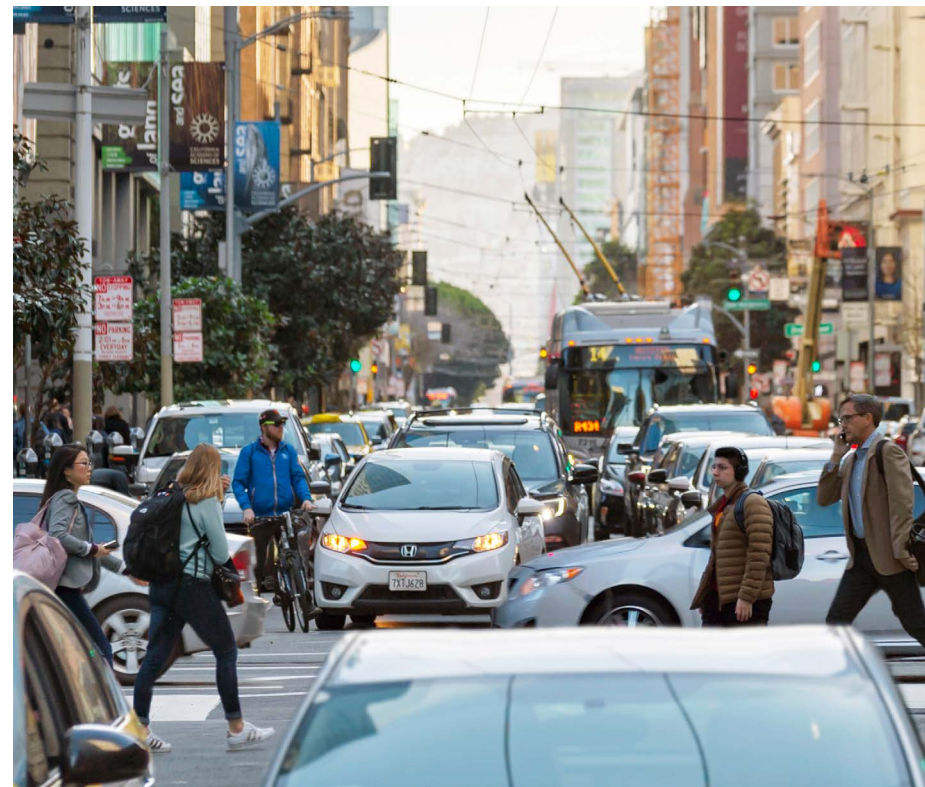
<sup>1</sup> Streets and Freeways Strategy and Active Transportation Study; <https://connectsf.org/about/resources-and-media>



## Managed Lanes on Freeways

From Freeway Safety and Operational Improvements in Table 3

Managed lanes (e.g., carpool lanes and express lanes) allow for more efficient use of the freeway network by moving more people in fewer vehicles along San Francisco's congested freeways. The Investment Plan includes funding for managed lanes along portions of I-280 and US-101, plus capital improvements for new express buses that can reduce driving trips, increase transit reliability, and enhance travel options for underserved communities.



## Downtown Congestion Pricing

From Transportation Demand Management in Table 3

The Investment Plan funds a congestion pricing program with the goals of getting traffic moving, improving safety, improving air quality, and advancing equity by improving health and transportation for historically underinvested communities. The congestion pricing program uses a means-based system to charge drivers a fee to drive into congested areas of northeast San Francisco during the most congested times. Revenues from the program are reinvested into the transportation system to increase transit service to the downtown core with 170 new local and regional bus trips and 15 light rail trips daily, improve pedestrian and bicycle connectivity and safety, and repair streets within the pricing zone.



## Treasure Island Transportation Program

From Transportation Demand Management in Table 3

By 2036, the Treasure Island neighborhood will grow by up to 8,000 homes, 27% of which are affordable, and housing more than 20,000 new residents, bringing tens of thousands of new trips to and from the Island each day. The Investment Plan funds a comprehensive transportation program for the Island, creating a means-based toll for vehicle trips on the Island, an affordability program to ensure transportation options are affordable and accessible to all residents, and many sustainable transportation options for new and existing residents to meet the Island's transportation goal to have at least 50% of trips made by walking, biking, bus, and ferry.



## Neighborhood and Equity Priority Transportation Programs

From Transportation System Development and Land Use in Table 3

The Investment Plan funds the SFCTA's Neighborhood Transportation Program which supports neighborhood-scale transportation planning and provides local match to advance plan recommendations in each supervisorial district. Neighborhood transportation plans establish a pipeline of grant-ready projects throughout the city that reflect community priorities, such as street safety, mode shift, transit accessibility, and mobility. Similarly, the Investment Plan creates a new Equity Planning Program to fund community-based planning in Equity Priority Communities and equity studies citywide, with matching funds to implement recommendations.



## Free Muni for Youth

From Transit Operations in Table 3

The SFMTA Free Muni for Youth is a pilot program that allows free trips on Muni to all youth 18 years or younger regardless of household income with no application required. The pilot will conclude in 2024 based on current funding. The Investment Plan funds this program through 2050.



## Transit Operations

From Transit Operations in Table 3

The Investment Plan funds Muni light rail service in San Francisco to operate at 2019 investment levels. Muni bus service is funded to the equivalent of 2022 investment levels. The Vision Plan includes potential new revenues to help meet the regional transit operating needs and increase Muni transit operations investment levels beyond 2019 levels. Additional investments to further fund Muni transit operations could be made to in the Vision Plan, depending on how the potential \$2 billion in local/regional discretionary revenue that is set aside a placeholder for transit operations/transit capital investments is allocated.

## INVESTMENT PLAN BENEFITS

To understand the benefits of the Investment Plan, the SFCTA evaluated the impacts of the SFTP 2050 investment scenario through a technical modeling process. Key metrics from the SFTP Investment Plan scenario compare a future year 2050 scenario, with and without the SFTP Investment Plan projects and programs.

### MODEL SCENARIO DETAILS






The impacts of the SFTP Investment Plan on transportation goals are analyzed with the San Francisco Chained Activity Modeling Process (SF-CHAMP). The future year (2050) baseline allows for a comparison of the SFTP investments. The future year baseline includes future growth represented by the MTC's PBA 2050 growth projections and the San Francisco Planning Department's land use distributions; transit service represented by summer 2022 Muni transit service, 2019 BART frequencies, and Caltrain post-electrification service; and projects that will soon be open or are already fully committed such as Muni's Central Subway. The Investment Plan scenario has identical land use assumptions to the baseline scenario,

all projects in the baseline scenario, and additional projects which can be funded through the Investment Plan detailed in Appendix A. The Vision Plan was not modeled due to the assumption of flexibility in the investment choices described above. The full modeling methodology and results can be found in Appendix C.

The SFTP also conducted an equity evaluation to measure the impacts of the Investment Plan on each Equity Priority Community area. This analysis, detailed in Appendix D, provides insight into equity impacts of the Investment Plan. It found that Investment Plan projects address many of the needs of equity priority communities.

Taken together, and despite the significant financial challenges triggered by the pandemic, the investments outlined in the SFTP will create positive impacts in San Francisco and advance ConnectSF goals. Planning for our next generation of transportation investments will require additional revenues to implement. Figure 11 shows how the SFTP investments, rooted in ConnectSF goals, support positive outcomes for San Francisco.

Figure 11: Investment Plan Impacts

	 EQUITY	 ECONOMIC VITALITY	 ENVIRONMENTAL SUSTAINABILITY	 SAFETY AND LIVABILITY	 ACCOUNTABILITY AND ENGAGEMENT
Shift in Driving Mode Share	+	+	+	+	
Vehicles Miles Traveled/GHG	+		+	+	+
Job Access	+	+			
Commute Time		+			
Safety	+			+	+
Affordability	+	+		+	

**CLIMATE ACTION PLAN**

The San Francisco Climate Action Plan sets a goal to have 80% of trips in San Francisco be made by non-driving modes by 2030.<sup>1</sup> The SFTP Investment Plan will help shift modes across the city through capital investments and policy initiatives such as TDM. Of trips to, from, and within San Francisco on a typical pre-pandemic weekday, 45% are taken by driving modes, and roughly half of those are drive-alone trips. Of trips entirely within the city, about 40% are taken by driving modes. More than half of those driving trips are under two miles in length. For trips less than one mile, there are more than 10 times as many driving trips as there are bike trips. These short driving trips present an opportunity for TDM strategies to shift neighborhood-based driving trips to more environmentally friendly options.

<sup>1</sup> <https://sfenvironment.org/climateplan>

The SFTP Investment Plan will:

- **Fund safer streets** with over 200 miles of pedestrian and bike improvements. Street safety investments will advance a range of Vision Zero priorities such as traffic calming, Safe Routes to School, and pedestrian improvements like sidewalk extensions and crosswalks. Investments in safer streets will advance equity by reducing the rates of traffic violence, which disproportionately affect seniors, people with disabilities, and people of color. Safety improvements are especially critical to advancing equity in San Francisco because a disproportionate share (29%) of the city's High Injury Network are located in Equity Priority Communities.<sup>1</sup>
- **Maintain smooth streets** through regular and timely maintenance. Keeping streets smooth and in good condition benefits all travelers. Plan investments include the maintenance, replacement, and/or upgrade of sidewalks, signs, signals, and pavement markings (including crosswalks and bike lanes) to support safety and accessibility. The Investment Plan funds street maintenance for San Francisco to maintain the current average pavement quality of 75, or "good", through 2050. Smooth streets are less expensive to repair and reduce the amount of maintenance required for both private and public transit vehicles, which can burden low-income households.
- **Support reliable, accessible transit** by funding both operations and capital improvements to make the transit system operate more reliably, safely, and efficiently. Transit capital maintenance is essential to a functional system. Capital improvements such as Muni Forward transit priority enhancements and Core Capacity improvements for BART and Muni will reduce crowding and improve transit reliability. The Investment Plan further advances equity by funding Paratransit operations and Free Muni for Youth.



Photo by SFMTA Photography Department

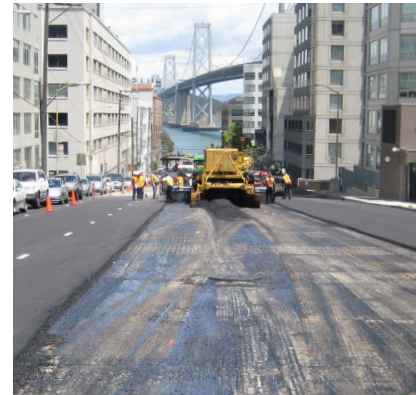


Photo by SFMTA Photography Department

<sup>1</sup> [https://www.sfcta.org/sites/default/files/2022-11/SFCTA\\_Board\\_SFDPHHighInjuryNetwork\\_2022-11-15.pdf](https://www.sfcta.org/sites/default/files/2022-11/SFCTA_Board_SFDPHHighInjuryNetwork_2022-11-15.pdf)



- **Reduce congestion and improve accessibility** with investments to use street space more efficiently and prioritize transit. These investments would lead to an 8% increase in job access by transit. Residents of Equity Priority Communities in many parts of the city would see an even greater benefit than the city average. Transit priority on the busiest bus lines, where transit is currently mixed with general traffic, and Downtown Congestion Pricing would improve transit speeds by 15% citywide, dropping transit commute times and saving transit commuters about seven hours per year; commute times would also fall for people who drive. Transit commute times would improve most for San Francisco's low-income residents.
- **Improve air quality** by shifting some trips away from driving and to other modes. The Investment Plan would reduce the daily vehicle miles traveled of San Francisco residents by an average of 4%. Equity Priority Communities that currently have elevated health risks due to exhaust and pollution in their neighborhoods would benefit from fewer vehicles traveling through their neighborhoods. The reduction in vehicle miles traveled and investments to electrify the transit fleet and ferries will help reduce greenhouse gas emissions in the city.

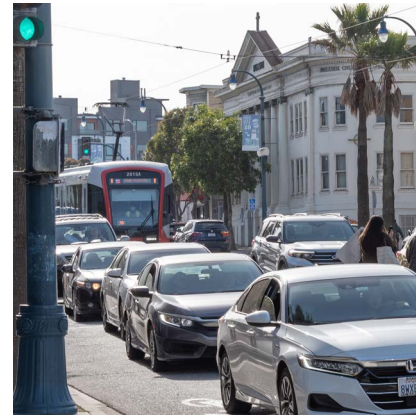


Photo by SFMTA Photography Department



Photo by Sergio Ruiz, flic.kr/p/25zXP6y

## VISION PLAN

Though the Investment Plan is a robust funding strategy that will deliver tangible transportation improvements for San Franciscans, there are additional needs beyond what can be funded with the Investment Plan. The Vision Plan includes about \$15 billion in additional, new revenues. While the types of revenues are not specified, there would likely need to be some combination of new local, regional, state, and/or federal revenues, some of which would likely need voter approval. Appendix A includes a detailed list of the revenue allocation in the Investment Plan and Vision Plan.

The Vision Plan builds on the Investment Plan and describes the investment priorities for potential new revenues to close gaps and further advance transportation goals. Like the Investment Plan, the Vision Plan recommends how potential funds be allocated based on city, regional, and community priorities. See pages 28 - 32 for an overview of how revenues in the Vision Plan are prioritized and how San Francisco can benefit from the SFTP 2050 investments. The additional revenues would provide:

- Additional funding for transit operations to close funding gaps for San Francisco's share of BART and exceed pre-pandemic investment levels for Muni.

- Additional investment to reduce the capital maintenance backlog for all operators – BART, Caltrain, Muni – to improve transit reliability and safety.
- Additional investment in pedestrian safety improvements, including traffic calming, new street signs and signals, an expansion of the Safe Routes to School program, and additional investments to expand and close gaps in the pedestrian and bike network.
- Further advancement of transformative transportation projects to the transit system and to our major streets and freeways.

About \$2 billion of potential new revenues in the vision plan is set aside as a placeholder for Muni transit operations or maintenance and capital investments that further advance the next generation of transit projects. This allows flexibility for this future new revenue to increase transit service levels, reduce the transit maintenance backlog and increase on-street priority to improve reliability, and/or to capital projects to further expand bus or rail in San Francisco. The SFCTA will continue to work closely with local and regional stakeholders to assess these revenue and investment options.

## POLICY INITIATIVES

In addition to the projects and programs advanced in the Investment Plan and Vision Plan, the SFTP identifies policy initiatives for further study and advancement. These policy initiatives address transportation trends and larger needs that require further exploration and advancement to strengthen investment priorities and their impacts on transportation goals. Some of the policy initiatives identified are continued from SFTP 2040 and some are new for SFTP 2050.

### Transit

#### Transit Funding for Operations and Maintenance

The available revenues in the SFTP cannot meet the long-term needs for transit operations and maintenance. It has been the case for previous SFTPs and previous versions of PBA 2050 that costs to maintain the transit system in a good condition (e.g., where assets are replaced at the end of their useful life and regularly maintained) outpaced available revenues. This forced prioritization of certain investments, typically urgent needs like bus and train replacement and track repair, while other preventative or lifecycle maintenance needs were partially addressed or deferred. Of note, this SFTP cycle is the first time the SFTP could not identify sufficient operations funding to maintain or grow transit service levels from the base year over the life of the plan. Significantly lower ridership demand and corresponding loss of fare revenue, declines in other key revenues like parking revenues, and increased operating costs have created unprecedented financial deficits for all transit operators in the region. BART, Caltrain, the SFMTA, and other operators are all facing an estimated \$2-billion five-year transit fiscal cliff for operations when federal relief funds that kept agencies afloat during the pandemic run out as soon as 2025.

Underfunding vehicle and infrastructure maintenance will lead to less reliable service. The Investment Plan provides funding for fleet replacement and guideway and facility improvements for all transit operators. Local funds prioritized for this purpose will leverage significant regional and federal monies. The Vision Plan provides additional revenues to further close the funding gap. However, it is not enough to fully fund all of the anticipated transit system maintenance needs. The SFCTA will continue to collaborate with the SFMTA, regional transit operators, and MTC to seek additional funding to maintain transit infrastructure in a state of good repair.



Photo by SFMTA Photography Department

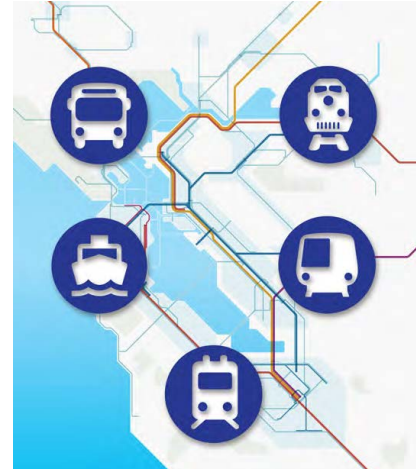
With respect to transit operations, the SFTP Investment Plan can maintain 2022 funding levels to Muni and San Francisco's share of 2019 regional rail operations investments, leaving inadequate funds to meet anticipated increases in costs such as operator pay raises, supply chain impacts, or to expand service hours beyond current levels, with the exception of existing commitments such as the Central Subway. New funding will be needed just to maintain current transit service levels in the long term. This structural deficit creates financial obstacles to improving service to underserved communities and addressing future growth. Regional rail ridership demand is recovering slower than local bus and metro service. However, compared to local bus service, regional rail service is less conducive to downscaling to meet lower demand and the available budget given the relatively high fixed costs of providing service. It is clear that additional local and regional funding, along with state and federal transit operating support or other private contributions, will be needed to sustain the level of transit services needed to meet the region's climate targets and other goals. MTC has made seeking transit operation funding a top legislative priority for the upcoming legislative session.

Beyond the need to secure new funding to just maintain current operating budgets, additional new funding will be necessary to increase transit service hours to meet or exceed pre-pandemic levels, reduce crowding, and support future growth. The SFTP Equity Analysis (Appendix D) can be used to understand how new transit funding can help meet the needs of Equity Priority Communities and parts of the city where there is more limited transit frequency, access, or service (like the western and southern sectors of the city). Additionally, if new stable sources of revenues for transit operations can be secured, this could reduce pressure on fare increases and/or support expanded transit affordability programs in the future.

Given the unprecedented changes brought about by the pandemic and the still-evolving travel patterns and financial conditions, it will be critical for local and regional transit agencies to continue to closely monitor conditions, track system performance, and update cost and ridership projections. That data can be used to inform service planning and help prioritize capital maintenance and enhancements. The SFCTA can support these efforts through its data warehousing and reporting efforts, including regular biennial updates to its Congestion Management Program (CMP).

### Regional Transit Coordination

As the city and region grow and seek to meet climate goals, the Bay Area needs to continue efforts to improve coordination among its 27 regional transit operators to create a more connected and customer-focused system with easier transfers and integrated fares. This has been the focus of a number of recent regional efforts that the SFCTA, the SFMTA, and other regional transit agencies have been engaged in, stemming from MTC's convening of the Blue Ribbon Transit Recovery Task Force in 2020, and the approval of the region's Transit Transformation Action Plan in 2021. The Action Plan outlines several areas for the region to improve transit connectivity in the near term: integrated transit fare and transfer policies; universal mapping and wayfinding; and bus transit priority on roadways. The region is also studying whether to designate an entity to serve as a network manager, tasked with performing centralized planning, implementation, and oversight of regionwide transit system coordination. Work is currently underway to advance these initiatives, as is a two-year pilot of BayPass. This single pass will provide about 50,000 Bay Area residents free access to all bus, rail, and ferry services in the nine-county region, with the exception of special event services.<sup>1</sup> Some of these areas, in particular fare integration and transfer policies, warrant pilots to evaluate effectiveness and cost impacts. Expanding these policies will likely require a significant, ongoing new revenue source. Looking forward, the city supports these important efforts but also wants to ensure that the tradeoffs are well understood, that there are not negative budget impacts for San Francisco transit operators, and that the SFMTA sees its fair share of new revenue in light of the city's historic high level of investment in transit subsidies (e.g., discounts and keeping fares low) and large share of low-income and transit-dependent riders, which contrasts with many other Bay Area transit systems with relatively low levels of public transit operating subsidies. In the meantime, since the beginning of the pandemic, the region's transit operator chief executives and staff have been meeting weekly to coordinate and improve the rider experience by providing unified and transparent communication to build confidence in the transit network, making riding transit easier and more affordable, improving connections to make riding between systems easy



<sup>1</sup> <https://mtc.ca.gov/news/clipperr-baypass-sets-sail-unlimited-transit-access>

and convenient, providing real time information for riders, improving the paratransit experience, and planning for a more connected network to improve mobility.

The Transit Transformation Action Plan also calls for the development and adoption of a Bay Area Connected Network Plan to include transit service and mobility hub categories, core service networks, funding requirements, and next steps. MTC plans to kick off the next update to the regional transportation plan, PBA 2050, in 2023 and proposes to integrate the Connected Network Plan into that work. The city will engage with this planning work, ensuring that the needs of San Franciscans are represented in this network planning and that future investments in the city's transit system are addressed in the plan.

## Safety

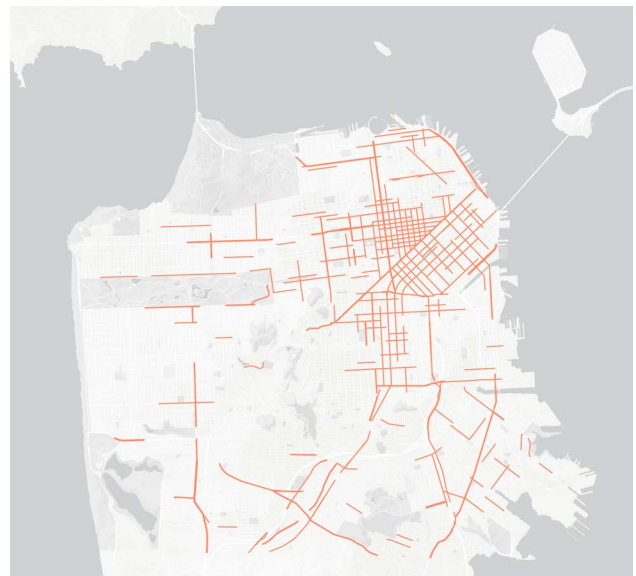
### Street Safety

Vision Zero was adopted in 2014 with a goal to eliminate traffic fatalities by 2024. At the end of 2021, there were 27 traffic fatalities on San Francisco's streets; so far, in 2022, there have been 30 fatalities. The city's two-year action strategy prioritizes speed management, re-designing streets, and seeking automated speed enforcement tools. The San Francisco Public Health Department and the SFMTA recently updated the High Injury Network, which continues to describe a majority of severe and fatal collisions (68%) occurring on a small share (12%) of the city's overall road network. A comprehensive street safety strategy will help to mitigate high speeds and near misses across the city and reduce the likelihood of crashes, while an update to the High Injury Network will identify specific corridors with a history of collisions. The Streets and Freeways Strategy outreach process revealed that preferences for specific traffic safety improvements vary throughout the city (see Appendix F). Community engagement will be an important aspect to identify immediate and long-lasting street safety mitigations that reflect community transportation needs.

To further support safety efforts, the city should continue to advocate for the authority to use speed cameras<sup>1</sup> for enforcement, which requires state legislation, in particular on streets with a higher share of vulnerable users, such as near schools, commercial areas, and locations that serve seniors and people with disabilities. Implementation of speed cameras should be paired with community engagement to ensure that the use of cameras is designed to address equity, affordability, and privacy concerns.

<sup>1</sup> <https://www.sfmta.com/projects/speed-safety-cameras>

**Figure 12: San Francisco's 2022 High Injury Network**



### Personal Security

During public outreach for ConnectSF and the 2022 Transportation Sales Tax Expenditure Plan, community members often raised concerns about personal safety while taking transit. Though reported crime on Muni<sup>1</sup> is below historic levels,<sup>2</sup> perceptions of safety risks are heightened, particularly for women and the Asian American and Pacific Islander community. BART and Muni are expanding ambassador programs and surveillance and planning new equity and safety initiatives to reduce harassment on transit. Improving personal security will require upgrading transit facilities and the public realm to create active spaces with more eyes on the street, as well as increased ambassador presence such as the city is undertaking downtown and in neighborhood commercial corridors during the 2022 holiday season. The SFCTA's ongoing School Transportation Access Study also found that personal security is a high priority for families and caregivers for the school trip. The SFTP includes investments in safety elements like lighting, security cameras, and elevator attendants. In addition, investments in Muni bus shelters across the city would not only help create consistency in transit facilities across the city, but would also help address personal security concerns for all travelers and improve equitable transit access.



Photo by SFMTA Photography Department

### Neighborhood Planning and Equity

The 2022 Transportation Sales Tax Expenditure Plan includes a subcategory of Transportation, Land Use, and Community Coordination to advance this work in Equity Priority Communities. This includes dedicated funding for equity planning within San Francisco. Programs in this category fund community-based planning for each supervisorial district, underserved neighborhoods and areas with vulnerable populations (e.g., low income communities, seniors, children, and/or people with disabilities), citywide equity evaluations and planning efforts, and transportation efforts to support increasing housing density in existing, primarily low-density neighborhoods.



Photo by SFMTA Photography Department

<sup>1</sup> <https://www.sfmta.com/reports/sfpd-reported-muni-related-crimes-100000-miles>

<sup>2</sup> <https://sfgov.org/scorecards/transportation/crimes-muni>

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These investments create a pipeline of grant-ready projects across the city that reflect community priorities. Improved coordination between transportation and land use planning will bring new opportunities to provide more reliable and efficient transportation options for all people regardless of how they travel, paired with new land use opportunities for community priorities to address past displacement, support transit-oriented development, prevent future displacement, and address negative impacts of major streets and freeways like poor air quality and safety.

## Transportation Demand Management

### Planning for Mode Shift

As a result of the pandemic, travel patterns are changing in San Francisco and the region. Congestion on city streets dropped in early 2020 but has increased steadily as people return to work and the tourism industry recovers.<sup>1</sup> By June 2022, the number of vehicles crossing the Bay Bridge was within 5% of pre-pandemic levels, despite work-from-home rates remaining high. As the region continues to recover and employees return to San Francisco, vehicle trips will reach and may exceed pre-pandemic levels. Transit ridership, however, has not recovered as quickly, with ridership at about 50% of pre-pandemic levels (see the pandemic discussion on page 20).

Though congestion is returning, travel patterns have shifted away from the downtown core; however, it remains a major activity hub. Even before the pandemic, an increasing number of jobs and services were located outside the downtown financial district, yet much of San Francisco's transit system reflects a historic focus on bringing people to daytime jobs downtown. San Francisco's transportation systems needs to adapt to changing travel patterns, where the focus of activities is increasingly in the neighborhoods.

Transportation Demand Management (TDM) is a systematic approach to shift how, when, and where people travel through programs and policies. TDM is an effective tool that San Francisco and other cities use to address the rise in congestion associated with population and job growth. TDM was included as a policy initiative in the SFTP 2040 and is included in long-range plans for cities across the country because it is a proven tool to decrease the dependence on driving and maximize the efficiency and effectiveness of the transportation system.

To support more strategic investments in TDM, the SFTP recommends that San Francisco establish a vision and measurable goals for the future TDM strategy to guide development, implementation, and monitoring; identify priority geographic areas, trip types, travel markets, traveler types, and success metrics to guide program selection and implementation details; and provide guidance for how to incorporate ongoing

<sup>1</sup> <https://covid-congestion.sfcta.org>

evaluation to track impacts on modeshift and cost effectiveness and guide future TDM investments.<sup>1</sup>

### Equity-Focused Pricing and Incentives

Equity-focused pricing and incentives charge a fee to drivers who can afford it, provide discounts and exemptions for those who can't, and include incentives for choosing non-driving options that can help reduce the overall cost of transit. Pricing efforts are being considered at the state, regional, and local level because of the proven effectiveness in reducing congestion, addressing climate risks, and generating sustainable revenue sources to fund transportation programs. San Francisco will continue to actively participate in these broader discussions to provide city input. Within the city, the Investment Plan and Vision Plan support demand management activities including on Treasure Island, downtown congestion pricing, and transportation demand management programs like parking management and transportation incentives like rewards for using non-driving options. Key to each of these is centering the decision-making process and program design on equity.

Equitable road pricing programs can reduce private vehicle trips and traffic congestion to allow the limited road and freeway space to be used more efficiently. The implementation of a successful program would allow transit vehicles to move more quickly and reliably and reduce travel times for people who must or choose to continue to drive and would otherwise be traveling on congested roadways. Pricing programs can also help to reduce emissions, traffic fatalities, and serious injuries, and wear and tear on the roadways.

### SAN FRANCISCO AND BAY AREA REGIONAL PRICING EFFORTS

In 2021, amid the uncertainties and economic challenges of the pandemic, the SFCTA paused the Downtown Congestion Pricing Study in response to public feedback and to observe return to work and congestion trends. Working in the SFCTA's role as the Treasure Island Mobility Management Agency, the SFCTA continued to conduct outreach and develop tolling and affordability policies as part of the comprehensive mobility and congestion management program for Treasure Island. These strategies seek a balanced design to ensure an outcome that is both fair and effective.

At the regional level, a strategy calling for the implementation of per-mile, all lane tolling on congested freeways with transit alternatives was adopted by MTC as part of PBA 2050, with the primary objective of reducing greenhouse gas emissions in the region to state-mandated targets. MTC is currently engaged in pre-implementation work, including its Next-Generation Bay Area Freeways Study, a multi-pronged effort to explore freeway pricing mechanisms and complementary strategies through a robust technical and public engagement process. This study is expected to conclude in 2023 and recommend potential pathways for implementation.

<sup>1</sup> See Transportation Demand Management (TDM) and Long Range Planning strategic topic paper



### Pricing for Infrastructure Funding

Pricing programs can also serve as user fee-based revenue mechanisms to fund transportation infrastructure of services. The State of California is studying how a road user charge (RUC) could replace the existing gas tax model as a major source of road funding, both due to declining gas tax revenues and to advance equity. Historically, gas taxes were meant to capture revenues to pay for maintenance and repair of roads and highways that gas-powered vehicles were driving on. The gas tax has become a declining revenue source as the fuel efficiency (e.g., miles per gallon) of vehicles improved and more electric and other clean fuel vehicles hit the roads. California has set a path for 100% of new cars and trucks sold in California to be electric vehicles by 2035 and road maintenance costs have increased at a far greater rate than the state and federal gas taxes, which demonstrates the long-term need. Hybrid and electric cars are currently more expensive than gas-powered cars and drivers of these vehicles pay little or no gas tax though they contribute to wear and tear on the roads, while those who drive older and less fuel efficient vehicles pay more because they purchase more fuel.

For these reasons, governments across the country (e.g. Washington, Oregon, and New York) and in Europe have become increasingly interested in the potential for a RUC as a more sustainable revenue source to replace or supplement the existing gas tax model. RUCs are designed to have drivers pay to maintain the roads based on how much they drive rather than how much gas they purchase. While gas taxes may still have a role to play as a disincentive for fossil fuel consumption and to fight climate change, alternative revenue sources are required to be able to fund our transportation systems.

## Project Delivery

### Capital Project Delivery

To support effective delivery of transportation improvements described in the SFTP, the SFCTA is leading an effort in collaboration with city agencies to uncover barriers to efficient project delivery for major capital projects, identify opportunities for improvement, increase collaboration across stakeholders, and improve accountability.<sup>1</sup> Case studies, workshops, and surveys of key project staff will culminate in the Transportation Capital Projects Delivery Study and a series of recommendations that San Francisco can use to effectively deliver projects over the life of this plan.

### Shared Station Development and Improvements

There are six rail stations in San Francisco that are shared between BART and Muni. Certain aspects of station capital maintenance and customer-facing enhancements are the shared financial responsibility of both operators, while others are independent. Maintaining these stations in good condition, improving safety and security, increasing accessibility, and making enhancements to wayfinding and other station features are part of ensuring that transit is safe, convenient, and reliable. To this end, because the

<sup>1</sup> <https://www.sfcta.org/blogs/lessons-learned-approach-improve-delivery-large-scale-transportation-projects>

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SFCTA funds station improvements at shared stations, the SFCTA will work with BART and the SFMTA to develop a mid- to long-range set of capital project priorities for the shared San Francisco stations and an accompanying funding strategy. Closer, more proactive coordination and shared station improvement plans can make it easier to secure funding for projects in a timely fashion and can lead to lower costs, fewer customer facing impacts of construction and implementation, enhanced connectivity, and a more seamless customer experience.

The Downtown Rail Extension (DTX) will bring Caltrain and future California High-Speed Rail trains into the Salesforce Transit Center in the heart of downtown San Francisco.<sup>1</sup> The DTX project is utilizing an integrated, multi-agency approach to project development and delivery. In 2019, the SFCTA Board considered the results of a comprehensive expert peer review of the DTX project. The peer review recommended that the DTX partner agencies work together to deliver on a comprehensive work program to prepare the project for procurement and construction. This peer review led to the formation of the San Francisco Peninsula Rial Program Memorandum of Understanding, which established an integrated staff team and management governance that brings together six agencies, including DTX lead agency TJPA, to jointly develop the project. This best practice has led to the successful advancement of the complex procurement-readiness work program, and positioning of the project for major federal investment through the Federal Transit Administration's "New Starts" capital investment grant program.

### **New Mobility and Autonomous Vehicles**

New transportation technologies can fundamentally change the way residents and visitors get around San Francisco. In 2018, the SFCTA and the SFMTA adopted guiding principles for new mobility to serve as a framework for evaluating these services and technologies, identifying ways to meet city goals, and shaping future areas of studies, policies, and programs.<sup>2</sup>

Recently, autonomous vehicle (AV) development and testing has picked up momentum with the first AV permit for commercial passenger services granted to Cruise to operate in San Francisco. AVs are vehicles that can operate without a human driver, to varying degrees. As of 2022, there are 49 AV companies with permits from the California Department of Motor Vehicles (DMV) to test on public roads in California. Between November 2020 through November 2021, there were over 4 million miles driven by AVs in California, 78% of which was by only two companies.<sup>3</sup> However, the future of AV technologies and business models is constantly evolving and warrants research and policy attention. How AVs are used in San Francisco and their potential effects depends

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1 <https://www.sfcta.org/projects/downtown-rail-extension>

2 <https://www.sfcta.org/policies/emerging-mobility#panel-guiding-principles>

3 2021 Autonomous Mileage Reports and 2020-21 Autonomous Mileage Reports (driverless). DMV. <https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/disengagement-reports/>

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on further development of the technology, federal and state regulatory actions, consumer adoption, and operational assessments.

Automated vehicle safety is regulated at the federal level, but operational regulations are primarily set at the state level. In California, regulations for commercial passenger and goods movement services are set by the California DMV and the California Public Utilities Commission who have permitting authority over automated driving and its use for passenger services. Currently, San Francisco roles are limited to regulating curb access (SFMTA), collecting ridehail fees (Prop D), and funding or leading pilots. The SFCTA's Treasure Island AV Shuttle Pilot project is demonstrating a shared-use application of driverless technology as a first/last mile service and opportunity for community partnerships. However, through pilot programs and other efforts, San Francisco may be able to gain insights into how AV deployment may be shaped by local plans and policies (e.g., San Francisco's curb and parking management plans). Insights from these early activities can help shape the pace and trajectory of this new technology. A spirit and practice of collaboration and transparency among all parties – public, private, regulatory and academic – is needed to help guide the development of the technology in alignment city goals and policies.

The availability of AVs could have a range of potential effects on San Francisco's transportation system, built environment, and residents, workers, and visitors. It is important that if AVs become more widely used, they support San Francisco's transportation goals and policies. The following efforts are suggested for further study as potential ways to mitigate negative impacts: continue to participate in AV regulatory proceedings at the state and federal level; continue to engage with AV developers, AV service providers, other stakeholders, and the public; assemble and analyze data to understand how the AV market evolves and to assess impacts on congestion, transit, environment, equity, etc.; provide insights to decision-makers on the AV impacts at a local level to encourage collaboration between the city and AV industry at the highest level; and identify and implement policies and investments that can mitigate the potential increases in vehicle travel.

### **Climate and Resilience**

Resilience efforts in San Francisco address sea level rise, earthquakes, natural disasters, and other climate-related risks. The SFCTA reviewed current climate resiliency planning efforts in SF to assess how best to support climate change adaptation needs assessment, strategy and mitigation development and funding plans for implementation of these. This research focused on identifying opportunities related to transportation infrastructures' resilience to sea level rise and other natural hazards such as flooding and seismic events.

There are a number of resiliency efforts that address our transportation system. Staff documented many resiliency efforts in the city that include the development of

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transportation projects. The transportation-related projects typically fall under one of two types: 1) projects that protect transportation infrastructure or 2) larger resilience projects that also provide opportunities to rethink our built environment to provide more transportation benefits. While most of these resiliency efforts are still in initial stages, three efforts for Ocean Beach,<sup>1</sup> Islais Creek,<sup>2</sup> and The Embarcadero Waterfront Resilience Program<sup>3</sup> are the farthest along and identify specific projects that will need funding in the next several years. Beyond these major efforts, other resilience needs can be addressed through state of good repair efforts like San Francisco Department of Public Works' roadway repaving programs, the SFMTA's subway renewal efforts, and the SFCTA's Yerba Buena Island ramp rebuilds.

As part of the continued resilience planning happening in the city, the Office of Resilience and Capital Planning is leading an effort to update the City's Capital Plan for San Francisco to include climate resilience. The Capital Plan update, which will be complete by early 2023, will better identify the transportation-related resiliency projects that are most needed in the years to come, and San Francisco can position itself to take advantage of the new transportation resilience funding opportunities as they become available.

One such funding source is the Infrastructure Investment and Jobs Act's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program through which California is expected to receive \$630 million over the next five years. The California Transportation Agency is currently deciding how these funds will be distributed. The 2022 state budget also included \$400 million for climate adaptation projects that support climate resiliency and reduce infrastructure risk. The SFCTA will seek to support San Francisco resilience efforts through coordinated planning, funding and delivery activities.

1 <https://sfplanning.org/ocean-beach>

2 <https://sfplanning.org/project/islais>

3 <https://sfport.com/wrp>

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## Monitoring and Reporting

Performance measurement is one of the SFCTA's statutory functions in its capacity as Congestion Management Agency, and as administrator of the San Francisco's half-cent transportation sales tax. The SFCTA will focus on performance tracking and evaluation in the following areas, spanning the monitoring of system needs and trends, project delivery, and project effectiveness. This work can also inform many of the previously mentioned strategic initiatives.

### SYSTEM PERFORMANCE

Through biennial monitoring at the Congestion Management Agency (CMA), the SFCTA will track and provide information to the public on changes in congestion on San Francisco's major streets and freeways; transit ridership, speeds and reliability; bicycle and pedestrian counts; collision data; etc. Regular monitoring will help keep the city on track to meet long-term transportation goals and understand whether progress is being made. The SFCTA will also undertake or fund regular evaluation activities – such as the SFMTA's recent Vision Zero Quick Build evaluation studies or our own San Francisco Growth and Investment Strategy Study – that can inform future funding decisions and SFTP updates.





### Documenting the Cost Effectiveness of Transportation Investments

The SFCTA will work with implementing agencies to evaluate the effectiveness of new projects and programs to inform future project prioritization and scoping, especially in the areas of transit speed and reliability, travel demand management, pedestrian and bicycle safety, and traffic calming. Two major projects underway include the Presidio Parkway P3 (Public-Private Partnership) Study and planned Van Ness BRT evaluation study.

### DEMOGRAPHICS AND TRIP-MAKING TRENDS

During the pandemic, the SFCTA created the COVID-Era Congestion Tracker to understand how travel patterns associated with recovery impact the transportation network. The SFCTA will continue to monitor post-pandemic travel patterns and how recovery impacts the transportation system. As the CMA, the SFCTA will also continue to monitor demographic and travel behavior trends including remote work trends, and the effect of new growth on the transportation system.

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**San Francisco  
County Transportation  
Authority**



## RESOLUTION ADOPTING THE SAN FRANCISCO TRANSPORTATION PLAN 2050

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority develops a countywide, long-range transportation multi-modal plan to establish San Francisco's investment priorities and policy initiatives and guide development of the sector; and

WHEREAS, In October 2017 the Transportation Authority Board adopted the previous San Francisco Transportation Plan (2017 SFTP), the third such long-range transportation investment and policy blueprint that guides investment in the City's transportation system; and

WHEREAS, The SFTP is updated in parallel with quadrennial updates of the Metropolitan Transportation Commission's and Association of Bay Area Government's regional transportation plan/sustainable communities strategy, known as Plan Bay Area; and

WHEREAS, The SFTP 2050 was developed in parallel to and is consistent with the Metropolitan Transportation Commission's and Association of Bay Area Government's Plan Bay Area 2050, adopted in October 2021; and

WHEREAS, The SFTP 2050 was developed as part of ConnectSF, the City's multiagency long-range transportation planning process and incorporates the ConnectSF transportation vision and goals and builds on the Transit Strategy and Streets and Freeway Strategy; and

WHEREAS, Development of San Francisco's project priorities and policy initiatives to the SFTP 2050 was based on Plan Bay Area 2050, the ConnectSF process, San Francisco's Climate Action Plan, and other relevant plans and studies; and was done in collaboration with San Francisco project sponsors and input from the Board and public through numerous community meetings, presentations at Board and Community Advisory Committee meetings, and survey efforts; and

WHEREAS, The SFTP 2050 includes a financially constrained Investment Plan to guide the allocation of \$80 billion in existing and anticipated transportation revenues through 2050; a Vision Plan to guide the allocation of an additional \$15 billion potential new transportation revenues through 2050; policy initiatives to complement the Investment Plan and Vision Plan; and guidance for implementation and monitoring; and



**San Francisco  
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BD120622

RESOLUTION NO. 23-XX

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WHEREAS, The SFTP 2050 features as its centerpiece, the Prop L half-cent transportation sales tax Expenditure Plan, which was approved by over 70% of San Francisco voters in November 2022 and projected \$2.6 billion (2020 \$'s) leveraging billions of dollars in other funds over the 30-year Expenditure Plan period; and

WHEREAS, Expected revenue - including existing and anticipated new federal, state, regional, and local revenues assumed in Plan Bay Area over the next 30 years - is not adequate to meet the City's goals for maintaining the existing transportation system in a state of good repair, while also planning to meet the needs of expected growth and improving the network to better address today's needs; and

WHEREAS, The Vision Plan builds on the Investment Plan and describes the investment priorities for potential new revenues to close gaps and further advance transportation goals based on \$15 billion in new revenues and serves as an advocacy element demonstrating how much more could be done with additional revenues and how San Francisco could benefit; and

WHEREAS, At its November 30, 2022 meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for adoption of the SFTP 2050; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed SFTP 2050; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the final SFTP 2050 for publication and distribute the document to all relevant agencies and interested parties.

Enclosures:

1. SFTP 2050 Report
2. SFTP 2050 Appendices





## Memorandum

### AGENDA ITEM 9

**DATE:** November 21, 2022  
**TO:** Transportation Authority Board  
**FROM:** Cynthia Fong - Deputy Director for Finance and Administration  
**SUBJECT:** 12/6/2022 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2022

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> <b>Information</b>   <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The purpose of this memorandum is to provide the quarterly internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2022/23 period ending September 30, 2022.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### BACKGROUND

Our Fiscal Policy (Resolution 21-57) establishes an annual audit requirement and directs staff to report to the Board the agency's actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 21-57) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

**Internal Accounting Report.** Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a "Balance Sheet" (Attachment 1) and a "Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison" (Attachment 2). In Attachment 2, the last two columns show the prorated adopted budget values and the variance of revenues and expenditures as compared to the prorated adopted budget. For the three months ending September 30, 2022, the numbers in the prorated adopted budget column are one-fourth of the total adopted budget for FY 2022/23, including the Treasure Island Mobility Management Agency. Although the sales tax



revenue bond revenue accrual for sales tax, vehicle registration fee, and Traffic Congestion Mitigation Tax Program are included, the Internal Accounting Report does not include: the Governmental Accounting Standards Board Statement Number 34 adjustments, and the other accruals that are done at fiscal year-end. The Balance Sheet values, as of September 30, 2022, are used as the basis for the Investment Policy compliance review.

**Investment Report.** Our investment policies and practices are subject to, and limited by, applicable provisions of state law and prudent money management principles. All investable funds are invested in accordance with the Investment Policy and applicable provisions of California Government Code, Section 53600 et seq. Any investment of bond proceeds will be further restricted by the provisions of relevant bond documents. We observe the "Prudent Investor" standard, as stated in California Government Code, Section 53600.3, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence, and diligence, taking into account the prevailing circumstances, including, but not limited to, general economic conditions, our anticipated needs, and other relevant factors that a prudent person of a like character and purpose, acting in a fiduciary capacity and familiar with those matters, would use in the stewardship of funds. The primary objectives for the investment activities, in order of priority, are:

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

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

**Balance Sheet Analysis.** Attachment 1 presents assets, liabilities, and fund balances, as of September 30, 2022. Cash, deposits, and investments, total to \$106.9 million. Other assets total to \$58.9 million, which mainly includes, \$20.5 million sales tax receivable, and \$27.0 million of the program receivables. Liabilities total \$294.7 million, as of September 30, 2022, and mainly includes \$66.6 million in accounts payable, and \$224.1 million in sales tax revenue bond and premium amounts (Series 2017). There is \$158.1 million in total fund deficit, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount is obtained as follows: \$37.2 million is restricted for capital projects and \$195.4



million is an unassigned fund deficit. The unassigned fund deficit reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (i.e., future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position.

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

Attachment 2 compares the prorated budget to actual levels for revenues and expenditures for the first three months (one quarter) of the fiscal year. We earned \$34.1 million in revenues, including \$28.4 million in sales tax revenues, \$1.2 million in vehicle registration fee, \$2.0 million in traffic congestion mitigation tax, and \$2.2 million in total program revenues for the three months ending September 30, 2022. Total revenue was \$942,211 over budget due to Sales Tax revenue coming in at higher amount than projected. Program revenue variance of \$2.2 million is mainly related to the delay in approval of toll policies, thus pushing toll system delivery back in the Treasure Island Management Mobility Agency (TIMMA) program and offset by the increase in Federal, State and Regional revenues for the Yerba Buena Island (YBI) Southgate Road Realignment project and increase in the YBI Westside Bridges project, which required additional design work that we had not anticipated in the adopted budget in the Congestion Management Agency (CMA) program.

As of September 30, 2022, we incurred \$29.1 million of expenditures, including \$5.5 million in debt principal payment and service cost for the sales tax revenue bond; \$3.0 million for personnel and non-personnel expenditures; and \$20.6 million of capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$22.0 million. This amount mainly includes a net favorable variance of \$620.1 thousand for debt services costs, and a favorable variance of \$21.3 million in capital project costs. The net favorable variance of \$620.1 thousand in debt service costs is due to timing of bond principal and interest payments and earlier start of withholding the necessary amounts for the bi-annual interest payments made in August and February. The favorable variance of \$21.1 million in capital project costs are mainly due to costs (reimbursement requests) from project sponsors that have not yet been received in the first quarter. We anticipate a higher amount of reimbursement requests and expenditures in the next quarter which is the typical pattern for this time of year.

**Investment Compliance.** As of September 30, 2022, approximately 46.6% of our investable assets were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy, and provide sufficient liquidity to meet expenditure requirements for the next six months with the drawdown from the Revolving Credit (loan) Agreement later in the fiscal year. Attachment 3 is the most recent investment report furnished by the City's Office of the Treasurer.

**Debt Expenditure Compliance.** In October 2021, we entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million, to ensure we have



available funds when needed to support the delivery of the projects and programs in the Prop K Sales Tax Expenditure Plan. As of September 30, 2022, we do not have an outstanding balance in the loan.

As of September 30, 2022, total outstanding bond principal and premium balance is \$224.1 million. We made cumulative payments of \$78.1 million, including principal payment of \$39.9 million and interest payment of \$38.2 million.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 -- Balance Sheet (unaudited)
- Attachment 2 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
- Attachment 3 - Investment Report



**Attachment 1**  
Governmental Funds  
Balance Sheet (unaudited)  
September 30, 2022

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds
<b>ASSETS</b>							
Cash in bank	\$ 39,714,206	\$ -	\$ 1,895,200	\$ 19,724,806	\$ -	\$ -	\$ 61,334,212
Deposits and investments with City Treasurer	34,397,797	-	-	-	-	11,139,676	45,537,473
Sales tax receivable	20,520,746	-	-	-	-	-	20,520,746
Vehicle registration fee receivable	-	-	-	1,242,435	-	-	1,242,435
Interest receivable from City and County of San Francisco	169,341	-	-	-	-	-	169,341
Program receivables	-	26,193,618	419,252	-	385,788	-	26,998,658
Receivable from the City and County of San Francisco	-	3,269,332	-	-	1,044,562	-	4,313,894
Other receivables	9,850	-	-	-	-	-	9,850
Due from other funds	2,214,720	1,397,117	-	-	-	-	3,611,837
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
<b>Total Assets</b>	<b>\$ 97,108,240</b>	<b>\$ 30,860,067</b>	<b>\$ 2,314,452</b>	<b>\$ 20,967,241</b>	<b>\$ 1,430,350</b>	<b>\$ 13,101,608</b>	<b>\$ 165,781,958</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>							
<b>LIABILITIES</b>							
Accounts payable	\$ 2,947,152	\$ 3,381,586	\$ 27,779	\$ 554,090	\$ 34,167	\$ 145,511	\$ 7,090,285
Accounts payable to the City and County of San Francisco	56,239,429	-	238,724	456,611	-	2,600,157	59,534,921
Accrued salaries and taxes	376,437	-	-	-	-	-	376,437
Sales tax revenue bond (series 2017)	224,114,390	-	-	-	-	-	224,114,390
Due to other funds	-	-	556,177	1,721,378	159,914	1,174,368	3,611,837
<b>Total Liabilities</b>	<b>\$ 283,677,408</b>	<b>\$ 3,381,586</b>	<b>\$ 822,680</b>	<b>\$ 2,732,079</b>	<b>\$ 194,081</b>	<b>\$ 3,920,036</b>	<b>\$ 294,727,870</b>
<b>Deferred Inflows of Resources</b>							
Unavailable revenues	\$ -	\$ 27,478,481	\$ 419,252	\$ -	\$ 1,236,269	\$ -	\$ 29,134,002
<b>Total deferred inflows of resources</b>	<b>\$ -</b>	<b>\$ 27,478,481</b>	<b>\$ 419,252</b>	<b>\$ -</b>	<b>\$ 1,236,269</b>	<b>\$ -</b>	<b>\$ 29,134,002</b>
<b>Fund Balances</b>							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	8,751,731	-	1,072,520	18,235,162	-	9,181,572	37,240,985
Unassigned	(195,402,479)	-	-	-	-	-	(195,402,479)
<b>Total Fund Balances (Deficit)</b>	<b>\$ (186,569,168)</b>	<b>\$ -</b>	<b>\$ 1,072,520</b>	<b>\$ 18,235,162</b>	<b>\$ -</b>	<b>\$ 9,181,572</b>	<b>\$ (158,079,914)</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 97,108,240</b>	<b>\$ 30,860,067</b>	<b>\$ 2,314,452</b>	<b>\$ 20,967,241</b>	<b>\$ 1,430,350</b>	<b>\$ 13,101,608</b>	<b>\$ 165,781,958</b>



**San Francisco  
County Transportation  
Authority**

**Attachment 2  
Governmental Funds**

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)  
For the Three Months Ending September 30, 2022

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds	Prorated Adopted Budget Fiscal Year 2022/23	Variance With Prorated Adopted Budget Positive (Negative)
<b>REVENUES</b>									
Sales tax	\$ 28,439,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,439,168	\$ 25,425,250	\$ 3,013,918
Vehicle registration fee	-	-	-	1,242,435	-	-	1,242,435	1,208,512	33,923
Traffic congestion mitigation tax	-	-	-	-	-	1,961,932	1,961,932	1,953,875	8,057
Investment income	180,232	-	244	245	-	-	180,721	93,643	87,078
Program revenues	-	2,114,845	-	-	194,082	-	2,308,927	4,509,692	(2,200,765)
Other revenues	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>\$ 28,619,400</b>	<b>\$ 2,114,845</b>	<b>\$ 244</b>	<b>\$ 1,242,680</b>	<b>\$ 194,082</b>	<b>\$ 1,961,932</b>	<b>\$ 34,133,183</b>	<b>\$ 33,190,972</b>	<b>\$ 942,211</b>
<b>EXPENDITURES</b>									
Current - transportation improvement									
Personnel expenditures	\$ 1,339,109	\$ 691,932	\$ 5,186	\$ 56,662	\$ 163,289	\$ 54,053	\$ 2,310,231	\$ 2,337,084	\$ 26,853
Non-personnel expenditures	652,371	17,889	-	218	1,406	-	671,884	808,226	136,342
Capital project costs	16,294,451	1,996,513	-	-	41,113	2,222,497	20,554,574	41,693,662	21,139,088
Debt service									
Principal	3,531,206	-	-	-	-	-	3,531,206	3,531,250	44
Interest and fiscal charges	2,006,022	-	-	-	-	-	2,006,022	2,626,126	620,104
<b>Total Expenditures</b>	<b>\$ 23,823,159</b>	<b>\$ 2,706,334</b>	<b>\$ 5,186</b>	<b>\$ 56,880</b>	<b>\$ 205,808</b>	<b>\$ 2,276,550</b>	<b>\$ 29,073,917</b>	<b>\$ 50,996,348</b>	<b>\$ 21,922,431</b>
<b>Excess (Deficiency) of Revenues Over (Under) Expenditures</b>	<b>\$ 4,796,241</b>	<b>\$ (591,489)</b>	<b>\$ (4,942)</b>	<b>\$ 1,185,800</b>	<b>\$ (11,726)</b>	<b>\$ (314,618)</b>	<b>\$ 5,059,266</b>	<b>\$ (17,805,376)</b>	<b>\$ 22,864,642</b>
<b>OTHER FINANCING SOURCES (USES)</b>									
Transfer in	\$ -	\$ 591,489	\$ -	\$ -	\$ 11,726	\$ -	\$ 603,215	\$ 2,899,922	\$ (2,296,707)
Transfer out	(603,215)	-	-	-	-	-	(603,215)	(2,899,922)	2,296,707
Draw on revolving credit agreement	-	-	-	-	-	-	-	12,500,000	(12,500,000)
<b>Total Other Financing Sources (Uses)</b>	<b>\$ (603,215)</b>	<b>\$ 591,489</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,726</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,500,000</b>	<b>\$ (12,500,000)</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>\$ 4,193,026</b>	<b>\$ -</b>	<b>\$ (4,942)</b>	<b>\$ 1,185,800</b>	<b>\$ -</b>	<b>\$ (314,618)</b>	<b>\$ 5,059,266</b>	<b>\$ (5,305,376)</b>	<b>\$ 10,364,642</b>
<b>Fund Balances - Beginning</b>	<b>\$ 33,352,196</b>	<b>\$ -</b>	<b>\$ 1,077,462</b>	<b>\$ 17,049,362</b>	<b>\$ -</b>	<b>\$ 9,496,190</b>	<b>\$ 60,975,210</b>		
Sales tax revenue bond (series 2017)	(224,114,390)	-	-	-	-	-	(224,114,390)		
<b>Fund Balances (Deficit) - End</b>	<b>\$ (186,569,168)</b>	<b>\$ -</b>	<b>\$ 1,072,520</b>	<b>\$ 18,235,162</b>	<b>\$ -</b>	<b>\$ 9,181,572</b>	<b>\$ (158,079,914)</b>		

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



José Cisneros, Treasurer

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

Investment Report for the month of September 2022

October 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 September 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 September 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>	<b>Current Month</b>		<b>Prior Month</b>	
	<u>Fiscal YTD</u>	<u>September 2022</u>	<u>Fiscal YTD</u>	<u>August 2022</u>
Average Daily Balance	\$ 13,948	\$ 13,664	\$ 14,086	\$ 13,963
Net Earnings	44.88	15.58	29.30	15.38
Earned Income Yield	1.28%	1.39%	1.22%	1.30%

**CCSF Pooled Fund Statistics \***

<i>(in \$ million)</i>	<b>% of</b>	<b>Book</b>	<b>Market</b>	<b>Wtd. Avg.</b>	<b>Wtd. Avg.</b>	<b>WAM</b>
<u>Investment Type</u>	<u>Portfolio</u>	<u>Value</u>	<u>Value</u>	<u>Coupon</u>	<u>YTM</u>	<u></u>
U.S. Treasuries	30.46%	\$ 4,230.8	\$ 3,917.0	0.84%	0.79%	832
Federal Agencies	37.76%	5,132.7	4,855.1	1.31%	1.29%	750
Public Time Deposits	0.23%	30.0	30.0	2.53%	2.53%	106
Negotiable CDs	14.77%	1,910.0	1,898.8	2.58%	2.58%	182
Commercial Paper	3.10%	397.0	399.0	0.00%	2.55%	26
Money Market Funds	8.69%	1,118.0	1,118.0	2.89%	2.88%	1
Supranationals	4.98%	676.1	640.6	0.90%	1.10%	586
<b>Totals</b>	<b>100.0%</b>	<b>\$ 13,494.7</b>	<b>\$ 12,858.5</b>	<b>1.47%</b>	<b>1.50%</b>	<b>594</b>

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

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 September 30, 2022

<i>(in \$ million)</i>							
<b>Security Type</b>	<b>Par Value</b>	<b>Book Value</b>	<b>Market Value</b>	<b>Market/Book Price</b>	<b>Current % Allocation</b>	<b>Max. Policy Allocation</b>	<b>Compliant?</b>
U.S. Treasuries	\$ 4,225.0	\$ 4,230.8	\$ 3,917.0	92.58	30.46%	100%	Yes
Federal Agencies	5,130.6	5,132.7	4,855.1	94.59	37.76%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	30.0	30.0	30.0	100.00	0.23%	100%	Yes
Negotiable CDs	1,910.0	1,910.0	1,898.8	99.41	14.77%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	400.0	397.0	399.0	100.50	3.10%	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	1,118.0	1,118.0	1,118.0	100.00	8.69%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	668.5	676.1	640.6	94.74	4.98%	30%	Yes
<b>TOTAL</b>	<b>\$ 13,482.1</b>	<b>\$ 13,494.7</b>	<b>\$ 12,858.5</b>	<b>95.29</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on 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.

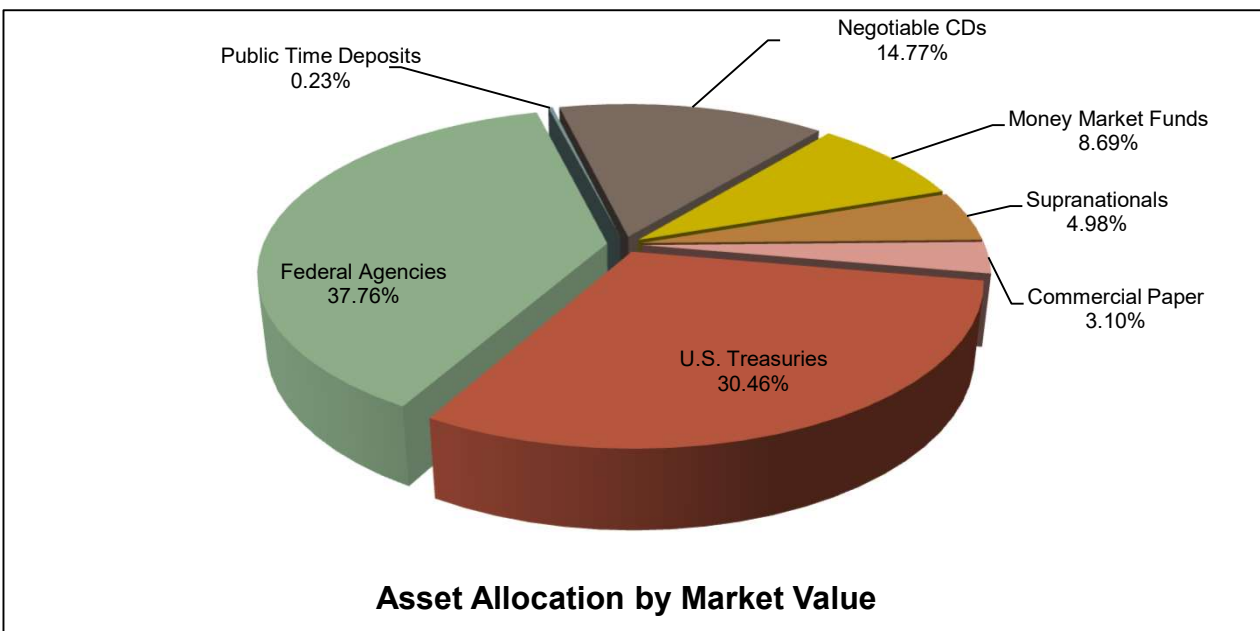


## City and County of San Francisco Pooled Fund Portfolio Statistics

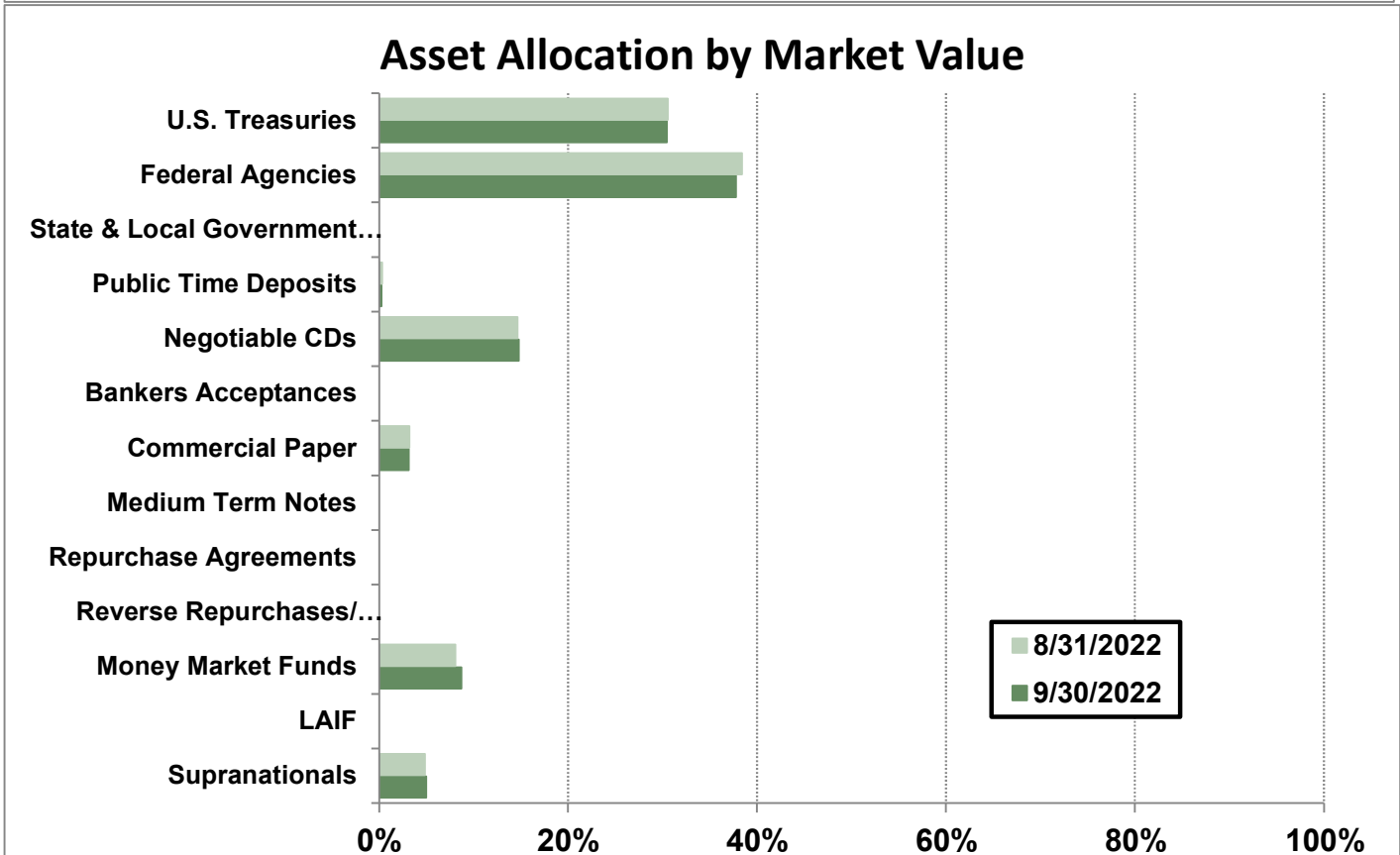
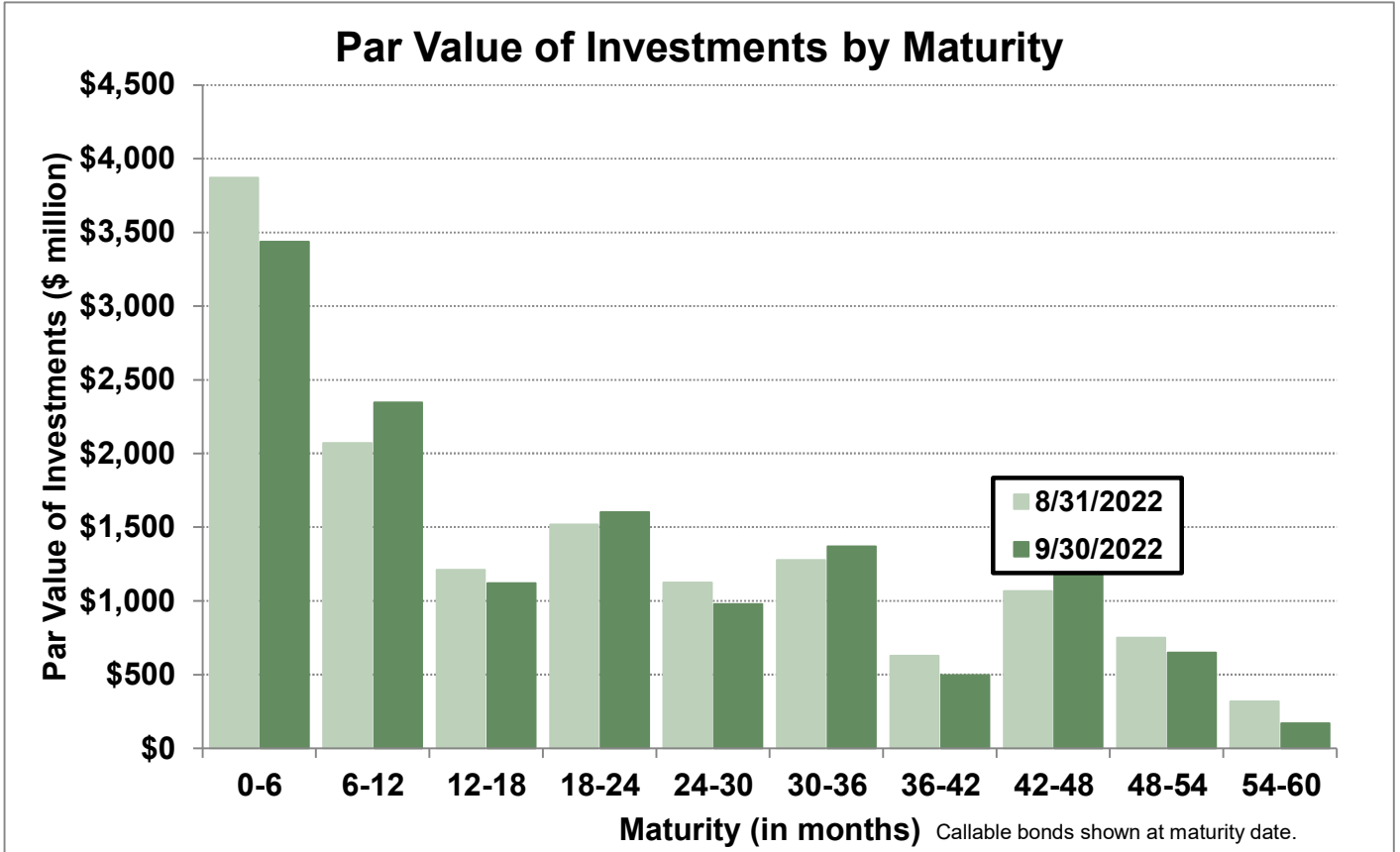
For the month ended September 30, 2022

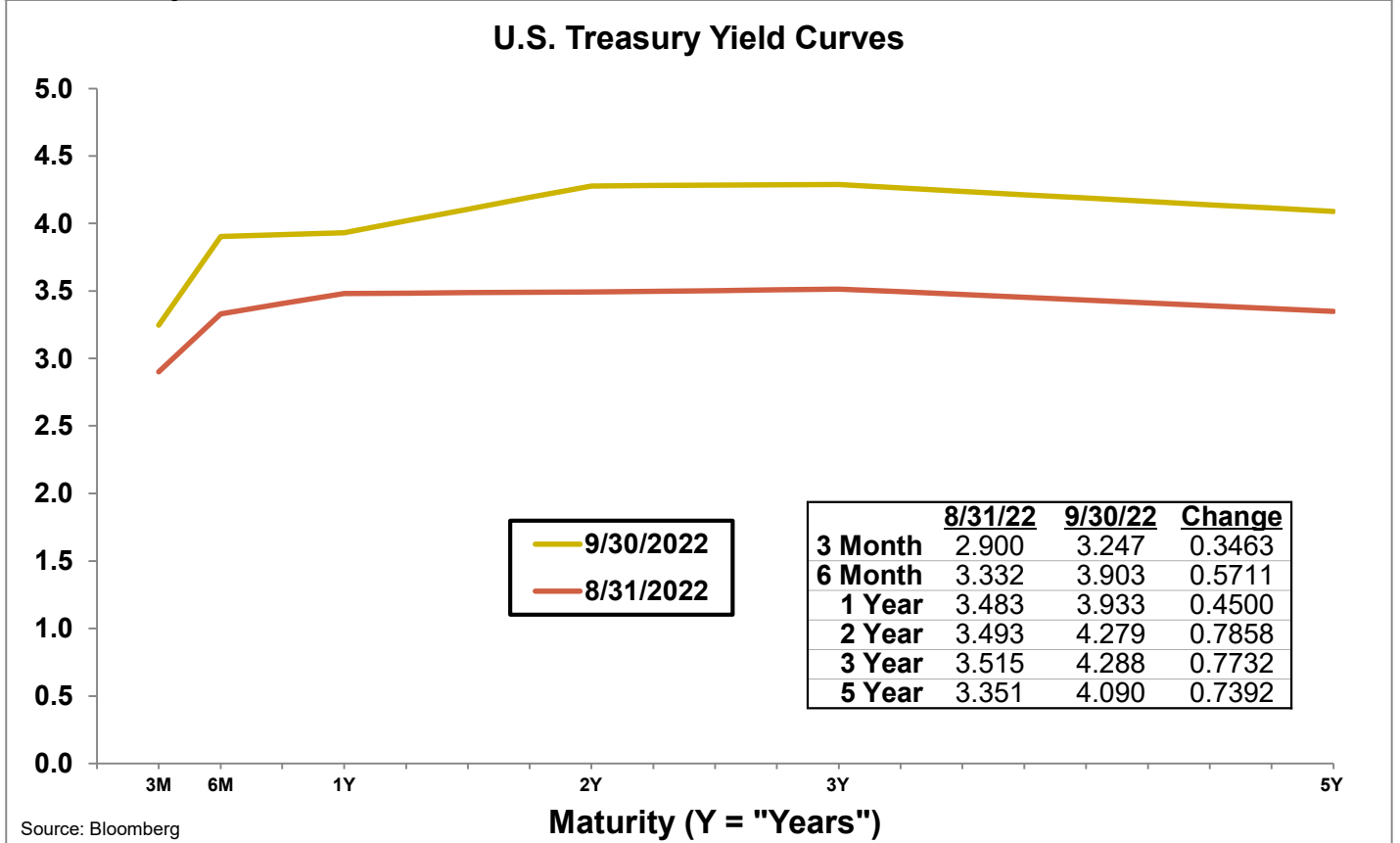
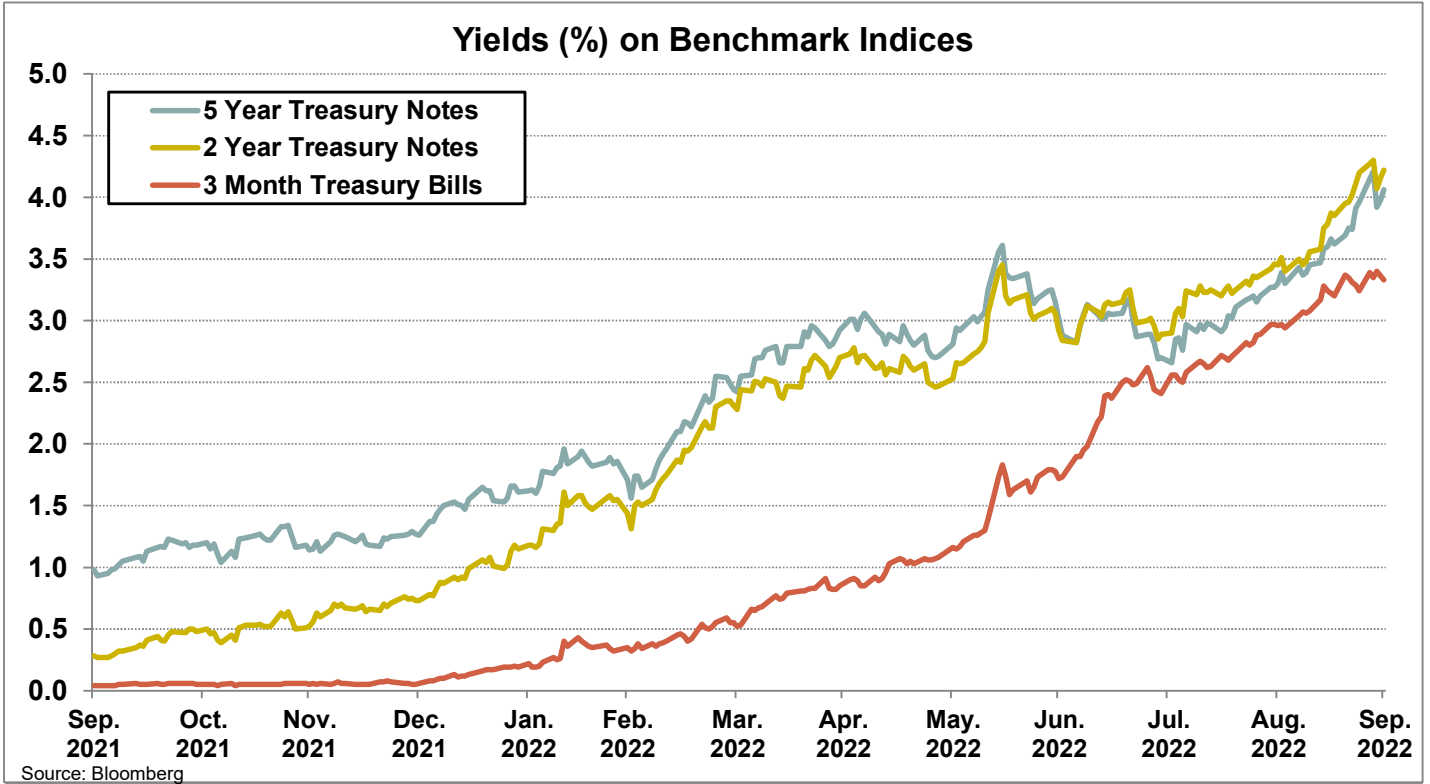
Average Daily Balance	\$13,663,838,029
Net Earnings	\$15,578,262
Earned Income Yield	1.39%
Weighted Average Maturity	594 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$ 4,225.0	\$ 4,230.8	\$ 3,917.0	
Federal Agencies	5,130.6	5,132.7	4,855.1	
Public Time Deposits	30.0	30.0	30.0	
Negotiable CDs	1,910.0	1,910.0	1,898.8	
Commercial Paper	400.0	397.0	399.0	
Money Market Funds	1,118.0	1,118.0	1,118.0	
Supranationals	668.5	676.1	640.6	
<b>Total</b>	<b>\$ 13,482.1</b>	<b>\$ 13,494.7</b>	<b>\$ 12,858.5</b>	



## Portfolio Analysis Pooled Fund





## Investment Inventory Pooled Fund

As of September 30, 2022

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
U.S. Treasuries	912796M89	UNITED STATES TREASURY	10/6/2022	0.00	\$ 50,000,000	\$ 49,719,417	\$ 49,992,292	\$ 49,989,250	
U.S. Treasuries	912796V63	UNITED STATES TREASURY	10/20/2022	0.00	50,000,000	49,684,028	49,967,014	49,938,139	
U.S. Treasuries	912828TY6	UNITED STATES TREASURY	11/15/2022	1.63	50,000,000	51,201,172	50,092,240	49,898,438	
U.S. Treasuries	912796P94	UNITED STATES TREASURY	12/1/2022	0.00	50,000,000	49,878,019	49,978,921	49,760,313	
U.S. Treasuries	912828Z86	UNITED STATES TREASURY	2/15/2023	1.38	50,000,000	50,923,828	50,231,379	49,546,875	
U.S. Treasuries	912828Z86	UNITED STATES TREASURY	2/15/2023	1.38	50,000,000	50,166,016	50,065,169	49,546,875	
U.S. Treasuries	912828ZD5	UNITED STATES TREASURY	3/15/2023	0.50	50,000,000	50,335,938	50,076,244	49,234,375	
U.S. Treasuries	91282CBU4	UNITED STATES TREASURY	3/31/2023	0.13	50,000,000	49,972,656	49,992,889	49,078,125	
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	50,000,000	50,066,406	50,020,687	48,656,250	
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	50,000,000	50,072,266	50,023,274	48,656,250	
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	50,000,000	49,998,047	49,999,304	48,656,250	
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38	50,000,000	49,605,469	49,915,369	48,992,188	
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38	50,000,000	51,138,672	50,420,814	48,992,188	
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38	50,000,000	49,865,234	49,949,786	48,539,063	
U.S. Treasuries	912828S92	UNITED STATES TREASURY	7/31/2023	1.25	50,000,000	51,220,703	50,434,633	48,789,063	
U.S. Treasuries	912828S92	UNITED STATES TREASURY	7/31/2023	1.25	50,000,000	51,218,750	50,433,938	48,789,063	
U.S. Treasuries	91282CAK7	UNITED STATES TREASURY	9/15/2023	0.13	50,000,000	49,886,719	49,948,388	48,093,750	
U.S. Treasuries	912828WE6	UNITED STATES TREASURY	11/15/2023	2.75	50,000,000	51,960,938	50,562,620	49,140,625	
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	50,000,000	49,767,578	49,897,837	47,570,313	
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	50,000,000	49,402,344	49,642,706	47,570,313	
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	50,000,000	49,443,359	49,664,491	47,570,313	
U.S. Treasuries	912828Z9	UNITED STATES TREASURY	1/31/2024	2.50	50,000,000	52,511,719	51,440,762	48,812,500	
U.S. Treasuries	91282CDV0	UNITED STATES TREASURY	1/31/2024	0.88	50,000,000	49,390,625	49,580,247	47,757,813	
U.S. Treasuries	91282CDV0	UNITED STATES TREASURY	1/31/2024	0.88	50,000,000	48,605,469	48,971,005	47,757,813	
U.S. Treasuries	912828B66	UNITED STATES TREASURY	2/15/2024	2.75	50,000,000	50,250,000	50,185,926	48,929,688	
U.S. Treasuries	91282CBR1	UNITED STATES TREASURY	3/15/2024	0.25	50,000,000	48,708,984	49,071,099	47,148,438	
U.S. Treasuries	91282CCC3	UNITED STATES TREASURY	5/15/2024	0.25	50,000,000	49,718,750	49,841,126	46,843,750	
U.S. Treasuries	912828XT2	UNITED STATES TREASURY	5/31/2024	2.00	50,000,000	52,263,672	51,298,408	48,164,063	
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	50,000,000	49,998,047	49,998,812	46,687,500	
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	50,000,000	49,960,938	49,976,183	46,687,500	
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	50,000,000	47,572,266	48,078,411	46,687,500	
U.S. Treasuries	912828Y87	UNITED STATES TREASURY	7/31/2024	1.75	50,000,000	52,210,938	51,213,386	47,789,063	
U.S. Treasuries	91282CCT6	UNITED STATES TREASURY	8/15/2024	0.38	50,000,000	49,898,438	49,936,032	46,515,625	
U.S. Treasuries	912828YM6	UNITED STATES TREASURY	10/31/2024	1.50	50,000,000	51,746,094	51,026,083	47,281,250	
U.S. Treasuries	912828G38	UNITED STATES TREASURY	11/15/2024	2.25	50,000,000	53,160,156	51,820,550	47,968,750	
U.S. Treasuries	912828G38	UNITED STATES TREASURY	11/15/2024	2.25	50,000,000	53,228,516	51,864,083	47,968,750	
U.S. Treasuries	912828YY0	UNITED STATES TREASURY	12/31/2024	1.75	50,000,000	52,226,563	51,319,563	47,375,000	
U.S. Treasuries	912828Z52	UNITED STATES TREASURY	1/31/2025	1.38	50,000,000	51,515,625	50,921,474	46,828,125	
U.S. Treasuries	912828Z52	UNITED STATES TREASURY	1/31/2025	1.38	50,000,000	51,507,813	50,927,299	46,828,125	
U.S. Treasuries	912828ZC7	UNITED STATES TREASURY	2/28/2025	1.13	50,000,000	51,011,719	50,616,407	46,437,500	
U.S. Treasuries	912828ZC7	UNITED STATES TREASURY	2/28/2025	1.13	50,000,000	50,998,047	50,614,881	46,437,500	
U.S. Treasuries	912828ZF0	UNITED STATES TREASURY	3/31/2025	0.50	50,000,000	49,779,297	49,860,801	45,609,375	
U.S. Treasuries	912828ZF0	UNITED STATES TREASURY	3/31/2025	0.50	50,000,000	49,839,844	49,898,708	45,609,375	
U.S. Treasuries	912828ZL7	UNITED STATES TREASURY	4/30/2025	0.38	50,000,000	49,615,234	49,748,822	45,281,250	
U.S. Treasuries	912828XB1	UNITED STATES TREASURY	5/15/2025	2.13	50,000,000	52,849,609	52,018,561	47,375,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,140,625	49,452,728	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,042,969	49,390,151	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,281,250	49,522,579	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,183,594	49,457,352	44,875,000	

## Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,253,906	49,502,439	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,310,547	49,522,760	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,500,000	49,648,070	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	49,406,250	49,581,790	44,875,000	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	50,000,000	48,628,906	48,942,962	44,875,000	
U.S. Treasuries	91282CAB7	UNITED STATES TREASURY	7/31/2025	0.25	50,000,000	49,458,984	49,615,790	44,687,500	
U.S. Treasuries	91282CAB7	UNITED STATES TREASURY	7/31/2025	0.25	50,000,000	49,363,281	49,547,514	44,687,500	
U.S. Treasuries	91282CAM3	UNITED STATES TREASURY	9/30/2025	0.25	50,000,000	49,109,375	49,391,239	44,437,500	
U.S. Treasuries	91282CAM3	UNITED STATES TREASURY	9/30/2025	0.25	50,000,000	49,281,250	49,484,590	44,437,500	
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	50,000,000	49,298,828	49,538,023	44,281,250	
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	50,000,000	49,078,125	49,390,827	44,281,250	
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	50,000,000	49,048,828	49,370,729	44,281,250	
U.S. Treasuries	91282CBC4	UNITED STATES TREASURY	12/31/2025	0.38	50,000,000	49,455,078	49,634,564	44,218,750	
U.S. Treasuries	91282CBC4	UNITED STATES TREASURY	12/31/2025	0.38	50,000,000	49,271,484	49,511,166	44,218,750	
U.S. Treasuries	91282CBW0	UNITED STATES TREASURY	4/30/2026	0.75	50,000,000	49,662,109	49,750,072	44,296,875	
U.S. Treasuries	91282CBW0	UNITED STATES TREASURY	4/30/2026	0.75	50,000,000	49,730,469	49,800,183	44,296,875	
U.S. Treasuries	912828R36	UNITED STATES TREASURY	5/15/2026	1.63	50,000,000	52,203,125	51,657,673	45,710,938	
U.S. Treasuries	912828R36	UNITED STATES TREASURY	5/15/2026	1.63	50,000,000	51,890,625	51,451,455	45,710,938	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,931,641	49,948,730	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,070,313	50,053,084	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,328,125	50,248,822	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,345,703	50,262,152	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,406,250	50,310,648	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	50,240,234	50,184,112	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,937,500	49,950,862	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,593,750	49,676,890	44,281,250	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	50,000,000	49,027,344	49,187,672	44,281,250	
U.S. Treasuries	91282CCW9	UNITED STATES TREASURY	8/31/2026	0.75	50,000,000	49,449,219	49,561,948	43,867,188	
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	50,000,000	49,671,875	49,736,489	44,015,625	
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	50,000,000	49,689,453	49,750,606	44,015,625	
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	50,000,000	49,318,359	49,449,256	44,015,625	
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	50,000,000	50,072,266	50,060,294	44,507,813	
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	50,000,000	50,117,188	50,097,989	44,507,813	
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	50,000,000	47,078,125	47,396,502	44,507,813	
U.S. Treasuries	91282CDQ1	UNITED STATES TREASURY	12/31/2026	1.25	50,000,000	47,107,422	47,416,984	44,437,500	
U.S. Treasuries	91282CEF4	UNITED STATES TREASURY	3/31/2027	2.50	25,000,000	24,757,813	24,781,499	23,363,281	
<b>Subtotals</b>				<b>0.84</b>	<b>\$ 4,225,000,000</b>	<b>\$ 4,230,838,104</b>	<b>\$ 4,222,777,817</b>	<b>\$ 3,916,980,670</b>	
Federal Agencies	3133ELVL5	FEDERAL FARM CREDIT BANKS FU	10/3/2022	0.70	\$ 40,000,000	\$ 39,990,000	\$ 39,999,978	\$ 39,996,840	
Federal Agencies	3133EMS45	FEDERAL FARM CREDIT BANKS FU	12/14/2022	0.11	50,000,000	49,992,900	49,998,986	49,650,900	
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANKS FU	1/19/2023	0.14	60,000,000	59,987,400	59,997,732	59,372,100	
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANKS FU	1/23/2023	1.60	10,140,000	10,384,141	10,166,917	10,074,029	
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANKS FU	2/3/2023	0.13	45,500,000	45,096,315	45,350,265	44,956,594	
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANKS	2/6/2023	2.14	44,400,000	44,826,684	44,562,546	44,156,644	
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANKS FU	2/10/2023	0.16	50,000,000	49,899,789	49,970,928	49,374,550	
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANKS FU	3/23/2023	0.13	65,000,000	64,955,150	64,989,253	63,873,485	
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	20,000,000	19,973,600	19,992,984	19,605,080	
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	25,000,000	24,967,000	24,991,230	24,506,350	
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	50,000,000	49,934,000	49,982,460	49,012,700	
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANKS FU	4/27/2023	0.13	44,500,000	44,462,233	44,489,120	43,547,611	

## Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized	
			Date	Coupon			Book Value	Market Value
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	12,500,000	12,484,000	12,495,156	12,214,275
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	25,000,000	24,968,000	24,990,312	24,428,550
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	75,000,000	74,904,000	74,970,937	73,285,650
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANKS	6/2/2023	0.13	15,000,000	14,986,200	14,995,375	14,614,260
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANKS FU	6/2/2023	0.13	100,000,000	99,938,000	99,979,277	97,428,400
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANKS FU	6/14/2023	0.13	50,000,000	49,864,850	49,951,678	48,640,600
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANKS FU	6/26/2023	0.20	48,067,000	47,826,184	47,951,546	46,714,202
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANKS FU	6/26/2023	0.20	50,000,000	49,979,892	49,991,945	48,592,800
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANKS FU	7/14/2023	0.13	50,000,000	49,927,791	49,971,710	48,473,300
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANKS FU	7/14/2023	0.13	50,000,000	49,907,253	49,963,664	48,473,300
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANKS FU	7/24/2023	0.45	50,000,000	49,996,500	49,998,293	48,547,550
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANKS FU	8/10/2023	0.16	50,000,000	49,970,000	49,987,137	48,336,900
Federal Agencies	3137EAEV7	FEDERAL HOME LOAN MORTGAGE	8/24/2023	0.25	40,776,000	40,542,761	40,654,164	39,380,441
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANKS	9/8/2023	0.13	20,975,000	20,806,361	20,883,887	20,195,401
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	25,000,000	25,070,000	25,058,676	24,804,050
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	25,000,000	25,071,750	25,060,143	24,804,050
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	40,000,000	40,102,000	40,085,710	39,686,480
Federal Agencies	3135G0U43	FEDERAL NATIONAL MORTGAGE A	9/12/2023	2.88	29,648,000	30,793,302	30,265,250	29,277,637
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANKS FU	9/27/2023	0.17	50,000,000	49,975,274	49,975,274	48,055,200
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	25,000,000	24,963,750	24,978,788	23,924,550
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	25,000,000	24,963,750	24,978,788	23,924,550
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	75,000,000	74,891,250	74,936,363	71,773,650
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANKS	12/8/2023	2.25	10,000,000	10,301,000	10,179,029	9,761,870
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANKS	12/8/2023	2.25	30,000,000	30,903,000	30,537,087	29,285,610
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	25,000,000	24,987,600	24,992,441	23,929,525
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	25,000,000	24,988,000	24,992,685	23,929,525
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	62,000,000	61,970,488	61,982,010	59,345,222
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANKS FU	1/18/2024	0.90	11,856,000	11,738,815	11,775,030	11,349,097
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANKS FU	1/18/2024	0.90	50,000,000	49,701,000	49,802,059	47,862,250
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANKS	2/13/2024	2.50	39,010,000	40,648,810	40,005,632	38,065,841
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANKS FU	2/14/2024	1.43	20,495,000	20,950,604	20,654,844	19,710,841
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	5,000,000	4,998,200	4,999,157	4,725,075
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	5,000,000	4,998,200	4,999,157	4,725,075
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	100,000,000	99,964,000	99,983,134	94,501,500
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANKS	2/28/2024	2.13	11,000,000	10,987,460	10,990,840	10,670,418
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANKS	2/28/2024	2.13	25,000,000	24,971,500	24,979,181	24,250,950
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANKS FU	3/18/2024	0.30	50,000,000	49,939,500	49,970,523	47,169,250
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANKS FU	3/18/2024	0.30	50,000,000	49,939,450	49,970,498	47,169,250
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	16,545,000	16,549,633	16,547,432	15,564,295
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	29,422,000	29,432,239	29,432,325	27,679,892
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	39,000,000	39,010,920	39,005,732	36,688,275
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANKS FU	5/16/2024	2.63	45,000,000	44,939,250	44,950,719	43,805,430
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANKS FU	5/16/2024	2.63	50,000,000	49,932,500	49,945,243	48,672,700
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANKS FU	6/10/2024	2.63	50,000,000	49,935,500	49,945,471	48,619,700
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANKS FU	6/10/2024	2.63	50,000,000	49,935,500	49,945,471	48,619,700
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	15,955,000	16,008,449	15,998,859	15,576,276
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	17,980,000	18,043,829	18,032,377	17,553,209
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	25,550,000	25,552,530	25,542,767	24,894,707
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	50,000,000	50,204,000	50,166,958	48,813,150
Federal Agencies	3130ASHK8	FEDERAL HOME LOAN BANKS	6/14/2024	3.13	28,000,000	27,979,867	27,914,302	27,448,792

## Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized	
			Date	Coupon			Book Value	Market Value
Federal Agencies	3130ASHK8	FEDERAL HOME LOAN BANKS	6/14/2024	3.13	28,210,000	28,190,845	28,124,672	27,654,658
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	25,000,000	24,970,500	24,974,778	24,556,175
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	25,000,000	24,970,750	24,974,991	24,556,175
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	50,000,000	49,970,000	49,974,350	49,112,350
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	25,000,000	24,986,500	24,988,254	24,486,500
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	25,000,000	24,987,500	24,989,124	24,486,500
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	50,000,000	49,973,000	49,976,509	48,973,000
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	10,000,000	9,980,600	9,982,856	9,769,580
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	15,000,000	14,970,900	14,974,284	14,654,370
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	17,500,000	17,466,050	17,469,998	17,096,765
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANKS FU	7/23/2024	0.45	50,000,000	50,092,000	50,056,203	46,632,800
Federal Agencies	3133ENJ84	FEDERAL FARM CREDIT BANKS FU	8/26/2024	3.38	50,000,000	49,916,500	49,920,612	49,111,800
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	25,000,000	24,974,750	24,983,343	23,162,750
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	50,000,000	49,949,500	49,966,687	46,325,500
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	50,000,000	49,949,500	49,966,687	46,325,500
Federal Agencies	3133ENP79	FEDERAL FARM CREDIT BANKS FU	9/26/2024	4.25	50,000,000	49,996,000	49,996,027	49,897,100
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	10,000,000	9,988,500	9,991,826	9,301,970
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	10,000,000	9,988,500	9,991,826	9,301,970
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	50,000,000	49,942,500	49,959,131	46,509,850
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANKS FU	12/3/2024	1.63	25,000,000	24,960,000	24,982,616	23,605,750
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANKS FU	12/9/2024	0.92	50,000,000	49,963,000	49,972,993	46,464,700
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANKS FU	12/9/2024	0.92	50,000,000	49,985,000	49,989,051	46,464,700
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	20,000,000	19,955,000	19,965,848	18,626,860
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	25,000,000	24,943,750	24,957,310	23,283,575
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	25,000,000	24,943,750	24,957,310	23,283,575
Federal Agencies	3135G0X24	FEDERAL NATIONAL MORTGAGE A	1/7/2025	1.63	39,060,000	40,632,556	40,020,684	36,791,122
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	5,000,000	4,996,150	4,998,175	4,683,865
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	5,000,000	4,996,150	4,998,175	4,683,865
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	5,000,000	4,996,150	4,998,175	4,683,865
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	15,000,000	14,988,450	14,994,526	14,051,595
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	50,000,000	49,961,500	49,981,752	46,838,650
Federal Agencies	3137EAEP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	53,532,000	55,450,052	54,723,037	50,147,332
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANKS FU	3/3/2025	1.21	16,000,000	15,990,720	15,995,458	14,859,392
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANKS FU	3/3/2025	1.21	24,000,000	23,964,240	23,982,496	22,289,088
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANKS FU	4/21/2025	0.60	50,000,000	49,973,500	49,983,077	45,521,150
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	37,938,000	37,367,792	37,505,364	34,558,786
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	50,000,000	50,108,000	50,073,096	45,546,400
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	50,000,000	49,243,950	49,426,360	45,546,400
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANKS FU	5/23/2025	2.85	6,000,000	5,991,600	5,992,604	5,777,838
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANKS FU	5/23/2025	2.85	20,000,000	19,972,000	19,975,347	19,259,460
Federal Agencies	3130ASG86	FEDERAL HOME LOAN BANKS	6/13/2025	3.38	11,940,000	12,055,027	11,996,834	11,646,766
Federal Agencies	3130ASG86	FEDERAL HOME LOAN BANKS	6/13/2025	3.38	12,700,000	12,863,195	12,800,058	12,388,101
Federal Agencies	3133ENYQ7	FEDERAL FARM CREDIT BANKS FU	6/13/2025	2.95	50,000,000	49,975,500	49,977,959	48,237,450
Federal Agencies	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	6/17/2025	0.50	4,655,000	4,656,640	4,579,338	4,202,255
Federal Agencies	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	6/17/2025	0.50	10,000,000	9,789,600	9,838,154	9,027,400
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANKS	6/30/2025	0.70	17,680,000	17,734,631	17,717,816	16,029,236
Federal Agencies	3135G05X7	FEDERAL NATIONAL MORTGAGE A	8/25/2025	0.38	25,000,000	24,684,250	24,795,487	22,331,325
Federal Agencies	3135G05X7	FEDERAL NATIONAL MORTGAGE A	8/25/2025	0.38	72,500,000	71,862,000	72,088,525	64,760,843
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANKS	9/12/2025	1.75	10,295,000	10,575,333	10,509,127	9,568,863
Federal Agencies	3137EAEX3	FEDERAL HOME LOAN MORTGAGE	9/23/2025	0.38	22,600,000	22,295,352	22,400,807	20,132,622

## Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANKS FU	11/17/2025	1.05	39,675,000	39,622,232	39,633,718	35,932,418	
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANKS FU	11/17/2025	1.05	55,000,000	54,923,000	54,939,760	49,811,795	
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANKS FU	12/16/2025	1.17	45,000,000	44,954,100	44,963,179	40,812,615	
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANKS FU	12/16/2025	1.17	50,000,000	49,949,000	49,959,088	45,347,350	
Federal Agencies	3133ENJ35	FEDERAL FARM CREDIT BANKS FU	2/25/2026	3.32	35,000,000	34,957,650	34,958,874	33,925,010	
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANKS FU	4/6/2026	0.69	15,500,000	15,458,150	15,468,434	13,704,449	
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANKS FU	4/8/2026	2.64	20,000,000	19,961,200	19,965,874	18,939,560	
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANKS FU	4/8/2026	2.64	30,000,000	29,941,800	29,948,811	28,409,340	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,212,800	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,212,800	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,212,800	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	25,000,000	25,000,000	25,000,000	22,212,800	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	22,206,700	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	22,206,700	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	22,206,700	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	25,000,000	25,000,000	25,000,000	22,206,700	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,166,650	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,166,650	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,166,650	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	25,000,000	25,000,000	25,000,000	22,166,650	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,149,425	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,149,425	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,149,425	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	25,000,000	25,000,000	25,000,000	22,149,425	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,379,675	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,379,675	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,379,675	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	25,000,000	25,000,000	25,000,000	22,379,675	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,478,000	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,478,000	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,478,000	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	25,000,000	25,000,000	25,000,000	22,478,000	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,463,275	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,463,275	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,463,275	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	25,000,000	25,000,000	25,000,000	22,463,275	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,043,875	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,043,875	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,043,875	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	25,000,000	25,000,000	25,000,000	23,043,875	
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANKS FU	3/10/2027	1.68	48,573,000	47,432,020	47,556,776	43,662,901	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	22,500,000	22,393,963	22,402,838	21,035,048	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	24,500,000	24,378,779	24,389,006	22,904,830	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	25,000,000	24,805,806	24,823,117	23,372,275	
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	10,000,000	10,173,583	10,135,644	9,708,120	
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	12,375,000	12,592,532	12,545,469	12,013,799	
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	21,725,000	22,088,363	22,004,640	21,090,891	
Federal Agencies	3133ENZK9	FEDERAL FARM CREDIT BANKS FU	6/28/2027	3.24	27,865,000	28,121,637	28,087,987	26,735,882	
<b>Subtotals</b>				<b>1.31</b>	<b>\$ 5,130,594,000</b>	<b>\$ 5,132,681,696</b>	<b>\$ 5,131,076,364</b>	<b>\$ 4,855,106,126</b>	



## Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
Public Time Deposits	PPFT6Q6D2	Bank of San Francisco	12/5/2022	1.64	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPFR6ZB99	Bridge Bank	12/19/2022	2.39	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPFQECA11	Bridge Bank	3/20/2023	3.57	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
<b>Subtotals</b>				<b>2.53</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>
Negotiable CDs	65602YF47	Norinchukin Bank - New York Branch	10/20/2022	2.50	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 49,982,950	
Negotiable CDs	78012UW68	Royal Bank of Canada New York Bran	10/24/2022	0.30	50,000,000	50,000,000	50,000,000	49,905,800	
Negotiable CDs	89114WU52	Toronto-Dominion Bank - New York Br	10/24/2022	1.50	50,000,000	50,000,000	50,000,000	49,945,250	
Negotiable CDs	96130ALC0	Westpac Banking Corporation - New Y	10/24/2022	0.30	50,000,000	50,000,000	50,000,000	49,905,800	
Negotiable CDs	78012U2E4	Royal Bank of Canada New York Bran	12/2/2022	0.48	50,000,000	50,000,000	50,000,000	49,737,500	
Negotiable CDs	89114WWM36	Toronto-Dominion Bank - New York Br	12/2/2022	0.48	50,000,000	50,000,000	50,000,000	49,737,500	
Negotiable CDs	06367CPS0	Bank of Montreal - Chicago Branch	12/7/2022	0.52	50,000,000	50,000,000	50,000,000	49,719,850	
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Br	12/30/2022	0.57	10,000,000	10,000,000	10,000,000	9,921,270	
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Br	12/30/2022	0.57	50,000,000	50,000,000	50,000,000	49,606,350	
Negotiable CDs	89114WVV3	Toronto-Dominion Bank - New York Br	1/4/2023	2.26	50,000,000	50,000,000	50,000,000	49,799,750	
Negotiable CDs	06367CTW7	Bank of Montreal - Chicago Branch	1/13/2023	1.92	50,000,000	50,000,000	50,000,000	49,720,050	
Negotiable CDs	89114WU94	Toronto-Dominion Bank - New York Br	1/13/2023	1.92	50,000,000	50,000,000	50,000,000	49,720,050	
Negotiable CDs	06367CUZ8	Bank of Montreal - Chicago Branch	1/18/2023	2.28	50,000,000	50,000,000	50,000,000	49,754,700	
Negotiable CDs	89114WVX9	Toronto-Dominion Bank - New York Br	1/24/2023	2.36	50,000,000	50,000,000	50,000,000	49,745,250	
Negotiable CDs	78012U5C5	Royal Bank of Canada New York Bran	1/27/2023	2.00	50,000,000	50,000,000	50,000,000	49,675,650	
Negotiable CDs	06367CSR9	Bank of Montreal - Chicago Branch	1/30/2023	1.18	50,000,000	50,000,000	50,000,000	49,528,200	
Negotiable CDs	89114WQL2	Toronto-Dominion Bank - New York Br	1/30/2023	0.95	50,000,000	50,000,000	50,000,000	49,490,200	
Negotiable CDs	06367CSM0	Bank of Montreal - Chicago Branch	2/13/2023	1.35	50,000,000	50,000,000	50,000,000	49,488,300	
Negotiable CDs	89114WRW7	Toronto-Dominion Bank - New York Br	2/13/2023	1.35	50,000,000	50,000,000	50,000,000	49,488,300	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Br	2/27/2023	2.16	50,000,000	50,000,000	50,000,000	49,581,100	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Br	2/27/2023	2.16	50,000,000	50,000,000	50,000,000	49,581,100	
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	3/27/2023	2.60	50,000,000	50,000,000	50,000,000	49,563,000	
Negotiable CDs	78012U5Z4	Royal Bank of Canada New York Bran	3/27/2023	2.58	50,000,000	50,000,000	50,000,000	49,558,750	
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Bran	6/15/2023	3.71	50,000,000	50,000,000	50,000,000	49,651,000	
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Bran	6/15/2023	3.68	50,000,000	50,000,000	50,000,000	49,641,850	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Br	6/15/2023	3.60	50,000,000	50,000,000	50,000,000	49,615,600	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Br	6/15/2023	3.60	50,000,000	50,000,000	50,000,000	49,615,600	
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	6/30/2023	3.92	50,000,000	50,000,000	50,000,000	49,695,250	
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Br	6/30/2023	3.90	50,000,000	50,000,000	50,000,000	49,687,650	
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	7/3/2023	3.75	50,000,000	50,000,000	50,000,000	49,624,750	
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	7/3/2023	3.84	50,000,000	50,000,000	50,000,000	49,660,500	
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	7/3/2023	3.73	50,000,000	50,000,000	50,000,000	49,621,050	
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Bran	7/3/2023	3.73	50,000,000	50,000,000	50,000,000	49,617,450	
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Bran	7/3/2023	4.02	50,000,000	50,000,000	50,000,000	49,728,850	
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	8/28/2023	4.23	50,000,000	50,000,000	50,000,000	49,710,250	
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Bran	9/20/2023	4.75	50,000,000	50,000,000	50,000,000	49,887,900	
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Bran	9/22/2023	4.81	50,000,000	50,000,000	50,000,000	49,975,400	
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	9/25/2023	4.82	50,000,000	50,000,000	50,000,000	49,952,650	
Negotiable CDs	78015JH67	Royal Bank of Canada New York Bran	9/25/2023	4.76	50,000,000	50,000,000	50,000,000	49,924,100	
<b>Subtotals</b>				<b>2.58</b>	<b>\$ 1,910,000,000</b>	<b>\$ 1,910,000,000</b>	<b>\$ 1,910,000,000</b>	<b>\$ 1,898,766,520</b>	

## Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Book Value	
Commercial Paper	62479MKC6	MUFG Bank - New York Branch	10/12/2022	0.00	\$ 50,000,000	\$ 49,639,111	\$ 49,964,556	\$ 49,944,700	
Commercial Paper	89233HKL7	Toyota Motor Credit Corporation	10/20/2022	0.00	50,000,000	49,611,597	49,937,986	49,905,350	
Commercial Paper	62479MKM4	MUFG Bank - New York Branch	10/21/2022	0.00	50,000,000	49,629,500	49,931,389	49,901,850	
Commercial Paper	89233HKM5	Toyota Motor Credit Corporation	10/21/2022	0.00	50,000,000	49,610,111	49,932,778	49,900,500	
Commercial Paper	62479MKS1	MUFG Bank - New York Branch	10/26/2022	0.00	50,000,000	49,588,264	49,914,931	49,877,550	
Commercial Paper	89233HL28	Toyota Motor Credit Corporation	11/2/2022	0.00	50,000,000	49,586,667	49,889,778	49,841,100	
Commercial Paper	62479ML76	MUFG Bank - New York Branch	11/7/2022	0.00	50,000,000	49,790,458	49,835,042	49,817,800	
Commercial Paper	89233HL77	Toyota Motor Credit Corporation	11/7/2022	0.00	50,000,000	49,571,167	49,872,042	49,815,850	
<b>Subtotals</b>				<b>0.00</b>	<b>\$ 400,000,000</b>	<b>\$ 397,026,875</b>	<b>\$ 399,278,500</b>	<b>\$ 399,004,700</b>	
Money Market Funds	262006208	DREYFUS GVT CSH MGT INST	10/1/2022	2.74	\$ 20,060,259	\$ 20,060,259	\$ 20,060,259	\$ 20,060,259	
Money Market Funds	608919718	FEDERATED HRMS GV O PRMR	10/1/2022	2.88	660,861,266	660,861,266	660,861,266	660,861,266	
Money Market Funds	09248U718	BLKRK LQ:T-FUND INSTL	10/1/2022	2.81	11,675,098	11,675,098	11,675,098	11,675,098	
Money Market Funds	31607A703	FIDELITY IMM:GOVT INSTL	10/1/2022	2.81	11,473,118	11,473,118	11,473,118	11,473,118	
Money Market Funds	61747C707	MORG STAN I LQ:GV I	10/1/2022	2.82	11,257,091	11,257,091	11,257,091	11,257,091	
Money Market Funds	85749T517	SS INST INV:US GV MM OPP	10/1/2022	2.91	402,700,416	402,700,416	402,700,416	402,700,416	
<b>Subtotals</b>				<b>2.89</b>	<b>\$ 1,118,027,249</b>	<b>\$ 1,118,027,249</b>	<b>\$ 1,118,027,249</b>	<b>\$ 1,118,027,249</b>	
Supranationals	459058ES8	INTERNATIONAL BANK FOR RECON	10/7/2022	1.88	\$ 64,387,000	\$ 65,187,330	\$ 64,403,278	\$ 64,379,853	
Supranationals	459058JV6	INTERNATIONAL BANK FOR RECON	4/20/2023	0.13	100,000,000	99,793,000	99,943,004	97,908,100	
Supranationals	4581X0CC0	INTER-AMERICAN DEVELOPMENT E	10/4/2023	3.00	25,756,000	26,837,752	26,360,992	25,412,286	
Supranationals	45906M3B5	INTERNATIONAL BANK FOR RECON	6/14/2024	1.98	100,000,000	100,000,000	100,000,000	96,190,000	
Supranationals	4581X0EE4	INTER-AMERICAN DEVELOPMENT E	7/1/2024	3.25	30,000,000	29,997,000	29,997,378	29,466,390	
Supranationals	4581X0EE4	INTER-AMERICAN DEVELOPMENT E	7/1/2024	3.25	50,000,000	49,995,000	49,995,629	49,110,650	
Supranationals	459056HV2	INTERNATIONAL BANK FOR RECON	8/28/2024	1.50	50,000,000	50,984,250	50,666,041	47,524,900	
Supranationals	4581X0DZ8	INTER-AMERICAN DEVELOPMENT E	9/23/2024	0.50	50,000,000	49,595,500	49,722,530	46,432,000	
Supranationals	45950VQG4	INTERNATIONAL FINANCE CORP	9/23/2024	0.44	10,000,000	9,918,700	9,944,911	9,206,010	
Supranationals	4581X0CM8	INTER-AMERICAN DEVELOPMENT E	1/15/2025	2.13	100,000,000	105,676,000	103,493,244	95,176,000	
Supranationals	459058JB0	INTERNATIONAL BANK FOR RECON	4/22/2025	0.63	40,000,000	40,086,000	40,058,673	36,513,160	
Supranationals	4581X0DN5	INTER-AMERICAN DEVELOPMENT E	7/15/2025	0.63	28,900,000	28,519,098	28,613,197	26,081,267	
Supranationals	45818WDG8	INTER-AMERICAN DEVELOPMENT E	2/27/2026	0.82	19,500,000	19,556,907	19,543,017	17,205,201	
<b>Subtotals</b>				<b>1.58</b>	<b>\$ 668,543,000</b>	<b>\$ 676,146,538</b>	<b>\$ 672,741,894</b>	<b>\$ 640,605,818</b>	
<b>Grand Totals</b>				<b>1.47</b>	<b>\$ 13,482,164,249</b>	<b>\$ 13,494,720,462</b>	<b>\$ 13,483,901,825</b>	<b>\$ 12,858,491,083</b>	

## Monthly Investment Earnings

### Pooled Fund

For month ended September 30, 2022

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
U.S. Treasuries	912828WE6	United States Department of The Treasury	50000000	2.75	1.7265	12/17/19	11/15/23	112,092	-41,167	0	70,925	
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	1.6052	1/9/20	6/30/23	56,046	9,334	0.00	65,381	
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.5534	2/25/21	10/31/25	10,190	12,308	0	22,499	
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.603	2/25/21	12/31/25	15,285	9,236	0	24,521	
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.6805	2/26/21	12/31/25	15,285	12,355	0.00	27,640	
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6509	3/2/21	10/31/25	10,190	16,230	0.00	26,420	
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6643	3/4/21	10/31/25	10,190	16,766	0	26,956	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6534	3/8/21	6/30/25	10,190	16,369	0	26,559	
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.5199	3/9/21	11/15/24	91,712	-70,382	0	21,330	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6999	3/9/21	6/30/25	10,190	18,241	0	28,431	
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.4798	3/12/21	11/15/24	91,712	-72,065	0	19,647	
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1912	3/12/21	6/15/23	10,246	-2,415	0	7,831	
U.S. Treasuries	912828YY0	United States Department of The Treasury	50000000	1.75	0.5654	3/15/21	12/31/24	71,332	-48,159	0.00	23,172	
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6083	3/15/21	2/28/25	46,616	-20,990	0	25,626	
U.S. Treasuries	912828ZD5	United States Department of The Treasury	50000000	0.5	0.1627	3/18/21	3/15/23	20,561	-13,863	0.00	6,698	
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.2951	3/19/21	12/15/23	5,123	6,966	0.00	12,089	
U.S. Treasuries	912828Y87	United States Department of The Treasury	50000000	1.75	0.4178	3/30/21	7/31/24	71,332	-54,412	0	16,920	
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5773	3/30/21	1/31/25	56,046	-32,408	0.00	23,638	
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6095	3/31/21	2/28/25	46,616	-20,938	0.00	25,678	
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2029	4/1/21	7/31/23	50,951	-43,033	0.00	7,918	
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2046	4/1/21	7/31/23	50,951	-42,964	0	7,987	
U.S. Treasuries	912828TY6	United States Department of The Treasury	50000000	1.625	0.1255	4/8/21	11/15/22	66,236	-61,493	0.00	4,743	
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1838	4/8/21	6/15/23	10,246	-2,717	0.00	7,529	
U.S. Treasuries	912828YM6	United States Department of The Treasury	50000000	1.5	0.5059	4/15/21	10/31/24	61,141	-40,450	0	20,691	
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5723	4/15/21	1/31/25	56,046	-32,613	0	23,433	
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.6127	4/15/21	3/31/25	20,496	4,579	0.00	25,074	
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.582	4/19/21	3/31/25	20,496	3,332	0	23,828	
U.S. Treasuries	91282CBU4	United States Department of The Treasury	50000000	0.125	0.1537	5/4/21	3/31/23	5,124	1,179	0	6,303	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6015	5/12/21	6/30/25	10,190	14,280	0	24,470	
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.6619	5/12/21	9/30/25	10,248	16,678	0	26,926	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6499	5/13/21	6/30/25	10,190	16,231	0	26,421	
U.S. Treasuries	912828ZL7	United States Department of The Treasury	50000000	0.375	0.5719	5/18/21	4/30/25	15,285	7,999	0.00	23,285	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6165	5/18/21	6/30/25	10,190	14,882	0	25,072	
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	0.2459	6/24/21	6/30/23	56,046	-46,413	0	9,633	
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.252	6/24/21	6/15/23	10,246	81	0.00	10,327	
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8926	6/28/21	4/30/26	30,571	5,737	0.00	36,307	
U.S. Treasuries	91282CCK5	United States Department of The Treasury	50000000	0.125	0.2598	6/30/21	6/30/23	5,095	5,538	0.00	10,633	
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8639	7/2/21	4/30/26	30,571	4,586	0.00	35,157	
U.S. Treasuries	91282CCC3	United States Department of The Treasury	50000000	0.25	0.4471	7/2/21	5/15/24	10,190	8,051	0	18,241	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.903	7/2/21	6/30/26	35,666	1,124	0.00	36,790	
U.S. Treasuries	912828XT2	United States Department of The Treasury	50000000	2	0.4302	7/6/21	5/31/24	81,967	-64,066	0	17,901	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6014	7/12/21	6/30/25	10,190	14,274	0.00	24,465	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.8461	7/14/21	6/30/26	35,666	-1,164	0	34,502	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7398	7/22/21	6/30/26	35,666	-5,457	0.00	30,209	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7326	7/22/21	6/30/26	35,666	-5,749	0	29,917	
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.6941	7/23/21	5/15/26	66,236	-37,617	0.00	28,619	
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.5983	7/26/21	9/30/25	10,248	14,121	0.00	24,369	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5087	8/5/21	6/30/25	10,190	10,526	0	20,717	
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5241	8/5/21	7/31/25	10,190	11,147	0.00	21,338	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5577	8/6/21	6/30/25	10,190	12,509	0	22,699	
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5731	8/6/21	7/31/25	10,190	13,128	0	23,318	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7063	8/6/21	6/30/26	35,666	-6,812	0	28,853	
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.3763	8/6/21	7/15/24	15,285	55	0	15,340	

## Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	Net Earnings
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.4018	8/9/21	7/15/24	15,285	1,094	0.00	0.00	16,380
U.S. Treasuries	91282CAK7	United States Department of The Treasury	50000000	0.125	0.2334	8/10/21	9/15/23	5,140	4,437	0.00	0.00	9,577
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7749	8/10/21	6/30/26	35,666	-4,038	0.00	0.00	31,628
U.S. Treasuries	912828Z86	United States Department of The Treasury	50000000	1.375	0.1396	8/17/21	2/15/23	56,046	-50,667	0.00	0.00	5,379
U.S. Treasuries	91282CCT6	United States Department of The Treasury	50000000	0.375	0.4437	8/25/21	8/15/24	15,285	2,806	0	0	18,091
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.8077	8/27/21	5/15/26	66,236	-32,938	0	0	33,299
U.S. Treasuries	912828XB1	United States Department of The Treasury	50000000	2.125	0.5683	9/2/21	5/15/25	86,617	-63,278	0.00	0.00	23,339
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.9018	9/24/21	6/30/26	35,666	1,078	0	0	36,743
U.S. Treasuries	91282CCW9	United States Department of The Treasury	50000000	0.75	0.9795	9/28/21	8/31/26	31,077	9,190	0	0	40,267
U.S. Treasuries	9128285Z9	United States Department of The Treasury	50000000	2.5	0.3304	10/4/21	1/31/24	101,902	-88,753	0	0	13,149
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.0103	10/8/21	9/30/26	35,867	5,415	0.00	0.00	41,282
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.003	10/8/21	9/30/26	35,867	5,125	0.00	0.00	40,992
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.0519	10/14/21	6/30/26	35,666	7,086	0	0	42,752
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.159	10/19/21	9/30/26	35,867	11,317	0.00	0.00	47,184
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.22	12/3/21	11/30/26	51,230	-1,189	0	0	50,040
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	1.035	12/7/21	6/30/25	10,190	31,616	0.00	0.00	41,807
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.2013	12/7/21	11/30/26	51,230	-1,933	0	0	49,297
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.7231	12/9/21	12/15/23	5,123	24,361	0	0	29,484
U.S. Treasuries	912796P94	United States Department of The Treasury	50000000	0	0.2527	12/13/21	12/1/22	0	10,367	0.00	0.00	10,367
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.6864	12/15/21	12/15/23	5,123	22,876	0.00	0.00	27,999
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.3228	1/4/22	6/30/26	35,666	17,814	0.00	0.00	53,480
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	1.5159	2/23/22	1/31/24	35,666	25,858	0.00	0.00	61,523
U.S. Treasuries	912828Z86	United States Department of The Treasury	50000000	1.375	1.0249	3/3/22	2/15/23	56,046	-14,271	0.00	0.00	41,776
U.S. Treasuries	91282CBR1	United States Department of The Treasury	50000000	0.25	1.5538	3/8/22	3/15/24	10,280	52,480	0.00	0.00	62,761
U.S. Treasuries	912796U56	United States Department of The Treasury	0	0	0	3/29/22	9/22/22	0	28,496	0.00	0.00	28,496
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	2.5854	3/29/22	11/30/26	51,230	51,351	0.00	0.00	102,581
U.S. Treasuries	91282CDQ1	United States Department of The Treasury	50000000	1.25	2.5489	3/29/22	12/31/26	50,951	49,929	0.00	0.00	100,881
U.S. Treasuries	912796U64	United States Department of The Treasury	0	0	0	3/31/22	9/29/22	0	40,833	0.00	0.00	40,833
U.S. Treasuries	91282CEF4	United States Department of The Treasury	25000000	2.5	2.7091	4/6/22	3/31/27	51,239	3,992	0.00	0.00	55,231
U.S. Treasuries	912796M89	United States Department of The Treasury	50000000	0	1.1318	4/7/22	10/6/22	0	46,250	0.00	0.00	46,250
U.S. Treasuries	912828B66	United States Department of The Treasury	50000000	2.75	2.4706	4/11/22	2/15/24	112,092	-11,111	0.00	0.00	100,981
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	2.4625	4/11/22	1/31/24	35,666	63,388	0.00	0.00	99,054
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	2.6013	4/12/22	7/15/24	15,285	88,281	0.00	0.00	103,567
U.S. Treasuries	912796V63	United States Department of The Treasury	50000000	0	1.2754	4/21/22	10/20/22	0	52,083	0	0	52,083
Subtotals			\$ 4,225,000,000					\$ 2,873,686	\$ (80,162)	\$ -	\$ -	\$ 2,793,524
Federal Agencies	3133ELCP7	Federal Farm Credit Banks Funding Corpor:	\$ 25,000,000	1.63	1.66	12/3/19	12/3/24	\$ 33,854	\$ 657	\$ -	\$ -	\$ 34,511
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	-	6,313
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	-	6,313
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	63	-	-	6,313
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	190	-	-	18,940
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	633	-	-	63,133
Federal Agencies	3133EHZP1	Federal Farm Credit Banks Funding Corpor:	-	1.85	1.85	3/18/20	9/20/22	24,410	(14,909)	-	-	9,501
Federal Agencies	3133ELNE0	Federal Farm Credit Banks Funding Corpor:	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,572)	-	-	14,852
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor:	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	154	-	-	16,287
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor:	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	594	-	-	24,794
Federal Agencies	3133ELJH8	Federal Farm Credit Banks Funding Corpor:	10,140,000	1.60	0.75	3/25/20	1/23/23	13,520	(7,083)	-	-	6,437
Federal Agencies	3133ELVL5	Federal Farm Credit Banks Funding Corpor:	40,000,000	0.70	0.71	4/3/20	10/3/22	23,333	329	-	-	23,662
Federal Agencies	3135G05X7	Federal National Mortgage Association	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	11,657	-	-	34,313
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	49	-	-	1,091
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	49	-	-	1,091
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	986	-	-	21,820
Federal Agencies	3135G05X7	Federal National Mortgage Association	25,000,000	0.38	0.66	3/4/21	8/25/25	7,813	5,794	-	-	13,606
Federal Agencies	3137EAEX3	Federal Home Loan Mortgage Corporation	22,600,000	0.38	0.67	3/4/21	9/23/25	7,063	5,492	-	-	12,555

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	Net Earnings	
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,657	-	-	14,157
Federal Agencies	3133EMUH3	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	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 Banks Funding Corpor.	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 Banks Funding Corpor.	50,000,000	0.13	0.19	4/13/21	4/13/23	5,208	2,712	-	-	7,921
Federal Agencies	3133EMWT5	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.60	0.61	4/21/21	4/21/25	25,000	544	-	-	25,544
Federal Agencies	3135G0X24	Federal National Mortgage Association	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(34,765)	-	-	18,128
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	53,532,000	1.50	0.55	4/21/21	2/12/25	66,915	(41,308)	-	-	25,607
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor.	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(128)	-	-	4,697
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor.	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(228)	-	-	8,354
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor.	39,000,000	0.35	0.34	5/4/21	4/22/24	11,375	(302)	-	-	11,073
Federal Agencies	3133EMXM9	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	12,500,000	0.13	0.19	5/10/21	5/10/23	1,302	658	-	-	1,960
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	75,000,000	0.13	0.19	5/10/21	5/10/23	7,813	3,945	-	-	11,758
Federal Agencies	3133EMWK4	Federal Farm Credit Banks Funding Corpor.	60,000,000	0.14	0.15	5/18/21	1/19/23	7,000	619	-	-	7,619
Federal Agencies	3133EMF31	Federal Farm Credit Banks Funding Corpor.	100,000,000	0.13	0.16	6/2/21	6/2/23	10,417	2,548	-	-	12,965
Federal Agencies	3130AMRY0	Federal Home Loan Banks	15,000,000	0.13	0.17	6/4/21	6/2/23	1,563	569	-	-	2,131
Federal Agencies	3133EMH96	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.13	0.26	6/28/21	6/14/23	5,208	5,663	-	-	10,871
Federal Agencies	3130AN4A5	Federal Home Loan Banks	17,680,000	0.70	0.62	7/12/21	6/30/25	10,313	(1,131)	-	-	9,182
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	0.57	7/12/21	4/22/25	26,042	(2,348)	-	-	23,694
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	50,000,000	0.13	0.22	7/14/21	7/14/23	5,208	3,812	-	-	9,020
Federal Agencies	3133EMS45	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.11	0.12	7/14/21	12/14/22	4,583	411	-	-	4,995
Federal Agencies	3133EMV25	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.45	0.39	8/6/21	7/23/24	18,750	(2,551)	-	-	16,199
Federal Agencies	3133EMZ21	Federal Farm Credit Banks Funding Corpor.	15,500,000	0.69	0.75	8/9/21	4/6/26	8,913	738	-	-	9,651
Federal Agencies	3133EM2E1	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.16	0.19	8/10/21	8/10/23	6,667	1,233	-	-	7,900
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	-	21,875
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	-	22,292
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.20	0.22	8/26/21	6/26/23	8,333	902	-	-	9,235
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	-	21,875
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor.	25,000,000	0.43	0.46	9/23/21	9/23/24	8,958	691	-	-	9,649
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,382	-	-	19,299
Federal Agencies	3133EM6N7	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.17	0.22	9/27/21	9/27/23	7,083	2,055	-	-	9,138
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	-	22,396
Federal Agencies	3130A8ZQ9	Federal Home Loan Banks	10,295,000	1.75	1.03	11/2/21	9/12/25	15,014	(5,965)	-	-	9,049
Federal Agencies	3130AFW94	Federal Home Loan Banks	39,010,000	2.50	0.62	11/12/21	2/13/24	81,271	(59,738)	-	-	21,533
Federal Agencies	3133ENDQ0	Federal Farm Credit Banks Funding Corpor.	50,000,000	0.16	0.32	11/12/21	2/10/23	6,667	6,607	-	-	13,274
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor.	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 Banks Funding Corpor.	55,000,000	1.05	1.09	11/17/21	11/17/25	48,125	1,581	-	-	49,706

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	Net Earnings	
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792	
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	315	-	7,606	
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	315	-	7,606	
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.88	0.91	11/18/21	11/18/24	36,458	1,574	-	38,032	
Federal Agencies	3133ENEY2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.45	0.45	11/24/21	7/24/23	18,750	173	-	18,923	
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor:	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 Banks Funding Corpor:	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 Banks Funding Corpor:	75,000,000	0.50	0.57	12/3/21	12/1/23	31,250	4,481	-	35,731	
Federal Agencies	3137EAEV7	Federal Home Loan Mortgage Corporation	40,776,000	0.25	0.58	12/6/21	8/24/23	8,495	11,178	-	19,673	
Federal Agencies	3135G03U5	Federal National Mortgage Association	37,938,000	0.63	1.08	12/8/21	4/22/25	19,759	13,896	-	33,656	
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	1.08	12/8/21	4/22/25	26,042	18,425	-	44,467	
Federal Agencies	3135G04Z3	Federal National Mortgage Association	4,655,000	0.50	1.11	12/8/21	6/17/25	1,940	2,293	-	4,232	
Federal Agencies	3135G04Z3	Federal National Mortgage Association	10,000,000	0.50	1.11	12/8/21	6/17/25	4,167	4,904	-	9,071	
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.92	0.95	12/9/21	12/9/24	38,333	1,013	-	39,346	
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.92	0.93	12/9/21	12/9/24	38,333	411	-	38,744	
Federal Agencies	3135G0U43	Federal National Mortgage Association	29,648,000	2.88	0.66	12/9/21	9/12/23	71,032	(53,519)	-	17,513	
Federal Agencies	3130A3VC5	Federal Home Loan Banks	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 Banks	30,000,000	2.25	0.73	12/10/21	12/8/23	56,250	(37,212)	-	19,038	
Federal Agencies	3130AJXD6	Federal Home Loan Banks	20,975,000	0.13	0.59	12/14/21	9/8/23	2,185	7,992	-	10,177	
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor:	48,067,000	0.20	0.53	12/14/21	6/26/23	8,011	12,924	-	20,935	
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438	
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor:	45,000,000	1.17	1.20	12/16/21	12/16/25	43,875	943	-	44,818	
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor:	50,000,000	1.17	1.20	12/16/21	12/16/25	48,750	1,047	-	49,797	
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	510	-	14,676	
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	493	-	14,660	
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	62,000,000	0.68	0.70	12/20/21	12/20/23	35,133	1,213	-	36,346	
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	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 Banks Funding Corpor:	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 Banks Funding Corpor:	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,547	-	24,984	
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271	
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.90	1.21	2/1/22	1/18/24	37,500	12,528	-	50,028	
Federal Agencies	3133EMPH9	Federal Farm Credit Banks Funding Corpor:	45,500,000	0.13	1.10	3/3/22	2/3/23	4,740	35,936	-	40,676	
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor:	11,856,000	0.90	1.44	3/3/22	1/18/24	8,892	5,125	-	14,017	
Federal Agencies	3133827H0	Federal Home Loan Banks	44,400,000	2.14	1.08	3/7/22	2/6/23	79,180	(38,097)	-	41,083	
Federal Agencies	3133ENRD4	Federal Farm Credit Banks Funding Corpor:	48,573,000	1.68	2.18	3/16/22	3/10/27	68,002	18,807	-	86,810	
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958	
Federal Agencies	3130ARHG9	Federal Home Loan Banks	11,000,000	2.13	2.18	3/25/22	2/28/24	19,479	534	-	20,013	
Federal Agencies	3130ARHG9	Federal Home Loan Banks	25,000,000	2.13	2.18	3/25/22	2/28/24	44,271	1,213	-	45,484	
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	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 Banks Funding Corpor:	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 Banks Funding Corpor:	25,000,000	2.60	2.77	4/6/22	4/5/27	54,167	3,222	-	57,389	
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor:	20,000,000	2.64	2.69	4/8/22	4/8/26	44,000	797	-	44,797	

# Monthly Investment Earnings

## Pooled Fund

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Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	/Net Earnings
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor:	30,000,000	2.64	2.69	4/8/22	4/8/26	66,000	1,195	-	67,195	
Federal Agencies	313385F92	Federal Home Loan Banks	-	0.00	0.00	5/10/22	9/16/22	-	11,667	-	11,667	
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	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 Banks	50,000,000	2.88	2.67	5/16/22	6/14/24	119,792	(8,053)	-	111,739	
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor:	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 Banks Funding Corpor:	50,000,000	2.63	2.69	5/16/22	5/16/24	109,375	2,770	-	112,145	
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	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 Banks	17,980,000	2.88	2.70	5/18/22	6/14/24	43,077	(2,526)	-	40,551	
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor:	6,000,000	2.85	2.90	5/23/22	5/23/25	14,250	230	-	14,480	
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor:	20,000,000	2.85	2.90	5/23/22	5/23/25	47,500	766	-	48,266	
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.63	2.69	6/10/22	6/10/24	109,375	2,647	-	112,022	
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.63	2.69	6/10/22	6/10/24	109,375	2,647	-	112,022	
Federal Agencies	3133ENYQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.95	2.97	6/13/22	6/13/25	122,917	671	-	123,587	
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,211	-	68,919	
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,200	-	68,909	
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.25	3.28	6/17/22	6/17/24	135,417	1,231	-	136,648	
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	554	-	65,137	
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	513	-	65,096	
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.10	3.13	6/28/22	6/28/24	129,167	1,108	-	130,275	
Federal Agencies	3133ENZK9	Federal Farm Credit Banks Funding Corpor:	27,865,000	3.24	3.06	7/7/22	6/28/27	75,236	(3,865)	-	71,371	
Federal Agencies	3130ASME6	Federal Home Loan Banks	10,000,000	3.00	3.10	7/8/22	7/8/24	25,000	796	-	25,796	
Federal Agencies	3130ASME6	Federal Home Loan Banks	15,000,000	3.00	3.10	7/8/22	7/8/24	37,500	1,194	-	38,694	
Federal Agencies	3130ASME6	Federal Home Loan Banks	17,500,000	3.00	3.10	7/8/22	7/8/24	43,750	1,393	-	45,143	
Federal Agencies	3130ASGU7	Federal Home Loan Banks	10,000,000	3.50	3.19	7/19/22	6/11/27	29,167	(2,374)	-	26,793	
Federal Agencies	3130ASGU7	Federal Home Loan Banks	12,375,000	3.50	3.18	7/19/22	6/11/27	36,094	(2,984)	-	33,110	
Federal Agencies	3130ASGU7	Federal Home Loan Banks	21,725,000	3.50	3.20	7/20/22	6/11/27	63,365	(4,895)	-	58,470	
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,000,000	3.13	3.31	7/22/22	6/14/24	72,917	4,133	-	77,050	
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,210,000	3.13	3.31	7/22/22	6/14/24	73,464	4,115	-	77,579	
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.12	7/27/22	9/8/23	70,313	(5,147)	-	65,165	
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.11	7/27/22	9/8/23	70,313	(5,276)	-	65,037	
Federal Agencies	313383YJ4	Federal Home Loan Banks	40,000,000	3.38	3.14	7/28/22	9/8/23	112,500	(7,518)	-	104,982	
Federal Agencies	3130ASG86	Federal Home Loan Banks	12,700,000	3.38	3.07	8/3/22	6/13/25	35,719	(3,044)	-	32,674	
Federal Agencies	3130ASG86	Federal Home Loan Banks	11,940,000	3.38	3.19	8/4/22	6/13/25	33,581	(1,729)	-	31,852	
Federal Agencies	3133ENJ35	Federal Farm Credit Banks Funding Corpor:	35,000,000	3.32	3.36	8/25/22	2/25/26	96,833	993	-	97,826	
Federal Agencies	3133ENJ84	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.38	3.46	8/26/22	8/26/24	140,625	3,427	-	144,052	
Federal Agencies	313385E33	Federal Home Loan Banks	-	0.00	0.00	8/31/22	9/1/22	-	-	-	-	
Federal Agencies	313385E33	Federal Home Loan Banks	-	0.00	0.00	8/31/22	9/1/22	-	-	-	-	
Federal Agencies	313385E33	Federal Home Loan Banks	-	0.00	0.00	8/31/22	9/1/22	-	-	-	-	
Federal Agencies	313385E33	Federal Home Loan Banks	-	0.00	0.00	8/31/22	9/1/22	-	-	-	-	
Federal Agencies	313385E41	Federal Home Loan Banks	-	0.00	0.00	9/1/22	9/2/22	-	3,014	-	3,014	
Federal Agencies	313385E41	Federal Home Loan Banks	-	0.00	0.00	9/1/22	9/2/22	-	3,014	-	3,014	
Federal Agencies	313385E82	Federal Home Loan Banks	-	0.00	0.00	9/2/22	9/6/22	-	12,111	-	12,111	
Federal Agencies	313385G83	Federal Home Loan Banks	-	0.00	0.00	9/22/22	9/23/22	-	4,028	-	4,028	
Federal Agencies	313385G83	Federal Home Loan Banks	-	0.00	0.00	9/22/22	9/23/22	-	4,028	-	4,028	
Federal Agencies	313385H33	Federal Home Loan Banks	-	0.00	0.00	9/23/22	9/26/22	-	12,083	-	12,083	
Federal Agencies	313385H33	Federal Home Loan Banks	-	0.00	0.00	9/23/22	9/26/22	-	12,085	-	12,085	
Federal Agencies	313385H41	Federal Home Loan Banks	-	0.00	0.00	9/26/22	9/27/22	-	4,028	-	4,028	
Federal Agencies	313385H41	Federal Home Loan Banks	-	0.00	0.00	9/26/22	9/27/22	-	4,028	-	4,028	
Federal Agencies	3133ENP79	Federal Farm Credit Banks Funding Corpor:	50,000,000	4.25	4.25	9/26/22	9/26/24	29,514	27	-	29,541	
<b>Subtotals</b>			<b>\$ 5,130,594,000</b>					<b>\$ 5,456,813</b>	<b>\$ (14,696)</b>	<b>\$ -</b>	<b>\$ 5,442,117</b>	

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	Net Earnings
Public Time Deposits	PPE4E8VT6	Bank of San Francisco	\$ -	0.81	0.81	3/21/22	9/19/22	\$ 4,050	\$ -	\$ -	\$ 4,050	
Public Time Deposits	PPEEE5T97	Bridge Bank	-	0.81	0.81	3/21/22	9/19/22	3,617	-	-	3,617	
Public Time Deposits	PPFT6Q6D2	Bank of San Francisco	10,000,000	1.64	1.64	6/6/22	12/5/22	13,667	-	-	13,667	
Public Time Deposits	PPFR6ZB99	Bridge Bank	10,000,000	2.39	2.39	6/20/22	12/19/22	19,644	-	-	19,644	
Public Time Deposits	PPFQECA11	Bridge Bank	10,000,000	3.57	3.57	9/19/22	3/20/23	11,737	-	-	11,737	
<b>Subtotals</b>			<b>\$ 30,000,000</b>					<b>\$ 52,715</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 52,715</b>	
Negotiable CDs	78012UW68	Royal Bank of Canada New York Branch	\$ 50,000,000	0.30	0.30	10/25/21	10/24/22	\$ 12,500	\$ -	\$ -	\$ 12,500	
Negotiable CDs	78012UW84	Royal Bank of Canada New York Branch	-	0.28	0.28	10/26/21	9/26/22	9,722	-	-	9,722	
Negotiable CDs	96130ALC0	Westpac Banking Corporation - New York B	50,000,000	0.30	0.30	10/27/21	10/24/22	12,500	-	-	12,500	
Negotiable CDs	78012U2E4	Royal Bank of Canada New York Branch	50,000,000	0.48	0.48	12/2/21	12/2/22	20,000	-	-	20,000	
Negotiable CDs	89114WMC36	Toronto-Dominion Bank - New York Branch	50,000,000	0.48	0.48	12/2/21	12/2/22	20,000	-	-	20,000	
Negotiable CDs	06367CPS0	Bank of Montreal - Chicago Branch	50,000,000	0.52	0.52	12/8/21	12/7/22	21,667	-	-	21,667	
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Branch	10,000,000	0.57	0.57	1/6/22	12/30/22	4,750	-	-	4,750	
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Branch	50,000,000	0.57	0.57	1/6/22	12/30/22	23,750	-	-	23,750	
Negotiable CDs	89114WQL2	Toronto-Dominion Bank - New York Branch	50,000,000	0.95	0.95	2/3/22	1/30/23	39,583	-	-	39,583	
Negotiable CDs	06367CSM0	Bank of Montreal - Chicago Branch	50,000,000	1.35	1.35	2/28/22	2/13/23	56,250	-	-	56,250	
Negotiable CDs	06367CSP3	Bank of Montreal - Chicago Branch	-	0.82	0.82	2/28/22	9/12/22	12,528	-	-	12,528	
Negotiable CDs	89114WRW7	Toronto-Dominion Bank - New York Branch	50,000,000	1.35	1.35	2/28/22	2/13/23	56,250	-	-	56,250	
Negotiable CDs	06367CSR9	Bank of Montreal - Chicago Branch	50,000,000	1.18	1.18	3/1/22	1/30/23	49,167	-	-	49,167	
Negotiable CDs	78012U3V5	Royal Bank of Canada New York Branch	-	0.85	0.85	3/1/22	9/12/22	12,986	-	-	12,986	
Negotiable CDs	78012U4G7	Royal Bank of Canada New York Branch	-	1.42	1.42	3/15/22	9/22/22	41,417	-	-	41,417	
Negotiable CDs	78012U4H5	Royal Bank of Canada New York Branch	-	1.44	1.44	3/15/22	9/26/22	50,000	-	-	50,000	
Negotiable CDs	06367CTT4	Bank of Montreal - Chicago Branch	-	1.42	1.42	4/4/22	9/28/22	53,250	-	-	53,250	
Negotiable CDs	89114WU52	Toronto-Dominion Bank - New York Branch	50,000,000	1.50	1.50	4/4/22	10/24/22	62,500	-	-	62,500	
Negotiable CDs	06367CTW7	Bank of Montreal - Chicago Branch	50,000,000	1.92	1.92	4/6/22	1/13/23	80,000	-	-	80,000	
Negotiable CDs	89114WU94	Toronto-Dominion Bank - New York Branch	50,000,000	1.92	1.92	4/6/22	1/13/23	80,000	-	-	80,000	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Branch	50,000,000	2.16	2.16	4/12/22	2/27/23	90,000	-	-	90,000	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Branch	50,000,000	2.16	2.16	4/12/22	2/27/23	90,000	-	-	90,000	
Negotiable CDs	78012U5C5	Royal Bank of Canada New York Branch	50,000,000	2.00	2.00	4/14/22	1/27/23	83,333	-	-	83,333	
Negotiable CDs	89114WVV3	Toronto-Dominion Bank - New York Branch	50,000,000	2.26	2.26	5/9/22	1/4/23	94,167	-	-	94,167	
Negotiable CDs	89114WWX9	Toronto-Dominion Bank - New York Branch	50,000,000	2.36	2.36	5/9/22	1/24/23	98,333	-	-	98,333	
Negotiable CDs	06367CUZ8	Bank of Montreal - Chicago Branch	50,000,000	2.28	2.28	5/12/22	1/18/23	95,000	-	-	95,000	
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	50,000,000	2.60	2.60	5/17/22	3/27/23	108,333	-	-	108,333	
Negotiable CDs	78012U5Z4	Royal Bank of Canada New York Branch	50,000,000	2.58	2.58	5/24/22	3/27/23	107,500	-	-	107,500	
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Branch	50,000,000	3.71	3.71	6/21/22	6/15/23	154,583	-	-	154,583	
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Branch	50,000,000	3.68	3.68	6/28/22	6/15/23	153,333	-	-	153,333	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	50,000,000	3.60	3.60	7/5/22	6/15/23	150,000	-	-	150,000	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	50,000,000	3.60	3.60	7/5/22	6/15/23	150,000	-	-	150,000	
Negotiable CDs	65602YF47	Norinchukin Bank - New York Branch	50,000,000	2.50	2.50	7/11/22	10/20/22	104,167	-	-	104,167	
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	50,000,000	3.75	3.75	7/12/22	7/3/23	156,250	-	-	156,250	
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Branch	50,000,000	3.73	3.73	7/12/22	7/3/23	155,417	-	-	155,417	
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Branch	50,000,000	3.90	3.90	7/19/22	6/30/23	162,500	-	-	162,500	
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	50,000,000	3.92	3.92	7/21/22	6/30/23	163,333	-	-	163,333	
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	50,000,000	3.84	3.84	7/27/22	7/3/23	160,000	-	-	160,000	
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	50,000,000	3.73	3.73	8/1/22	7/3/23	155,417	-	-	155,417	
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Branch	50,000,000	4.02	4.02	8/8/22	7/3/23	167,500	-	-	167,500	
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	50,000,000	4.23	4.23	9/1/22	8/28/23	176,250	-	-	176,250	
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Branch	50,000,000	4.75	4.75	9/20/22	9/20/23	72,569	-	-	72,569	
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	50,000,000	4.82	4.82	9/28/22	9/25/23	20,083	-	-	20,083	
Negotiable CDs	78015JH67	Royal Bank of Canada New York Branch	50,000,000	4.76	4.76	9/28/22	9/25/23	19,833	-	-	19,833	
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Branch	50,000,000	4.81	4.81	9/30/22	9/22/23	6,681	-	-	6,681	
<b>Subtotals</b>			<b>\$ 1,910,000,000</b>					<b>\$ 3,613,403</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,613,403</b>	



## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
							Date	Earned Interest			
Commercial Paper	03785EJ62	Apple Inc.	\$ -	0.00	0.00	5/10/22	9/6/22	\$ -	\$ 6,667	\$ -	\$ 6,667
Commercial Paper	62479MJE4	MUFG Bank - New York Branch	-	0.00	0.00	5/10/22	9/14/22	-	23,111	-	23,111
Commercial Paper	62479MKC6	MUFG Bank - New York Branch	50,000,000	0.00	2.34	6/22/22	10/12/22	-	96,667	-	96,667
Commercial Paper	89233HKL7	Toyota Motor Credit Corporation	50,000,000	0.00	2.37	6/23/22	10/20/22	-	97,917	-	97,917
Commercial Paper	62479MKS1	MUFG Bank - New York Branch	50,000,000	0.00	2.48	6/27/22	10/26/22	-	102,083	-	102,083
Commercial Paper	89233HKM5	Toyota Motor Credit Corporation	50,000,000	0.00	2.44	6/27/22	10/21/22	-	100,833	-	100,833
Commercial Paper	62479MKM4	MUFG Bank - New York Branch	50,000,000	0.00	2.49	7/5/22	10/21/22	-	102,917	-	102,917
Commercial Paper	89233HL28	Toyota Motor Credit Corporation	50,000,000	0.00	2.51	7/5/22	11/2/22	-	103,333	-	103,333
Commercial Paper	89233HL77	Toyota Motor Credit Corporation	50,000,000	0.00	2.52	7/6/22	11/7/22	-	103,750	-	103,750
Commercial Paper	62479ML76	MUFG Bank - New York Branch	50,000,000	0.00	3.24	9/21/22	11/7/22	-	44,583	-	44,583
<b>Subtotals</b>			<b>\$ 400,000,000</b>					<b>\$ -</b>	<b>\$ 781,861</b>	<b>\$ -</b>	<b>\$ 781,861</b>
Money Market Funds	262006208	Dreyfus Government Cash Management Fu	\$ 20,060,259	2.74	2.74	9/30/22	10/1/22	\$ 343,353	\$ -	\$ -	\$ 343,353
Money Market Funds	608919718	Money Market Obligations Trust - Federatec	660,861,266	2.88	2.87	9/30/22	10/1/22	1,022,769	-	-	1,022,769
Money Market Funds	09248U718	BlackRock Liquidity Funds - T-Fund	11,675,098	2.81	2.81	9/30/22	10/1/22	21,880	-	-	21,880
Money Market Funds	31607A703	Fidelity Colchester Street Trust - Governmei	11,473,118	2.81	2.77	9/30/22	10/1/22	65,183	-	-	65,183
Money Market Funds	61747C707	Morgan Stanley Institutional Liquidity Funds	11,257,091	2.82	2.81	9/30/22	10/1/22	21,529	-	-	21,529
Money Market Funds	85749T517	State Street Institutional U.S. Government M	402,700,416	2.91	2.91	9/30/22	10/1/22	805,803	-	-	805,803
<b>Subtotals</b>			<b>\$ 1,118,027,249</b>					<b>\$ 2,280,518</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,280,518</b>
Supranationals	459058JV6	International Bank for Reconstruction and D	\$ 100,000,000	0.13	0.23	4/20/21	4/20/23	\$ 10,500	\$ 8,507	\$ -	\$ 19,007
Supranationals	4581X0CM8	Inter-American Development Bank	100,000,000	2.13	0.58	4/26/21	1/15/25	177,083	(125,206)	-	51,877
Supranationals	459058JB0	International Bank for Reconstruction and D	40,000,000	0.63	0.57	7/23/21	4/22/25	20,867	(1,885)	-	18,982
Supranationals	45818WDG8	Inter-American Development Bank	19,500,000	0.82	0.75	8/25/21	2/27/26	13,325	(1,037)	-	12,288
Supranationals	45950VQG4	International Finance Corporation	10,000,000	0.44	0.72	10/22/21	9/23/24	3,667	2,286	-	5,953
Supranationals	4581X0DN5	Inter-American Development Bank	28,900,000	0.63	0.99	11/1/21	7/15/25	15,052	8,452	-	23,504
Supranationals	459056HV2	International Bank for Reconstruction and D	50,000,000	1.50	0.79	11/2/21	8/28/24	62,500	(28,667)	-	33,833
Supranationals	4581X0DZ8	Inter-American Development Bank	50,000,000	0.50	0.78	11/4/21	9/23/24	20,833	11,513	-	32,347
Supranationals	4581X0CC0	Inter-American Development Bank	25,756,000	3.00	0.66	12/15/21	10/4/23	64,390	(49,320)	-	15,070
Supranationals	459058ES8	International Bank for Reconstruction and D	64,387,000	1.88	0.34	12/16/21	10/7/22	100,658	(81,390)	-	19,269
Supranationals	45906M3B5	International Bank for Reconstruction and D	100,000,000	1.98	1.98	3/23/22	6/14/24	165,000	-	-	165,000
Supranationals	4581X0EE4	Inter-American Development Bank	30,000,000	3.25	3.26	7/1/22	7/1/24	81,250	123	-	81,373
Supranationals	4581X0EE4	Inter-American Development Bank	50,000,000	3.25	3.26	7/1/22	7/1/24	135,417	205	-	135,622
<b>Subtotals</b>			<b>\$ 668,543,000</b>					<b>\$ 870,542</b>	<b>\$ (256,418)</b>	<b>\$ -</b>	<b>\$ 614,124</b>
<b>Grand Totals</b>			<b>\$ 13,482,164,249</b>					<b>\$ 15,147,676</b>	<b>\$ 430,586</b>	<b>\$ -</b>	<b>\$ 15,578,262</b>

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

## Investment Transactions

### Pooled Fund

For month ended September 30, 2022

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Purchase	9/1/22	10/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C707	\$ 47,670	2.82	2.12	\$ 1.00	\$ -	(47,670)
Purchase	9/1/22	9/2/22	Federal Agencies	Federal Home Loan Banks	313385E36	50,000,000	0.00	2.15	99.99	-	(49,996,986)
Purchase	9/1/22	9/2/22	Federal Agencies	Federal Home Loan Banks	313385E36	50,000,000	0.00	2.15	99.99	-	(49,996,986)
Purchase	9/1/22	8/28/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CXR3	50,000,000	4.23	4.07	100.00	-	(50,000,000)
Purchase	9/1/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	721,195	2.74	2.13	1.00	-	(721,195)
Purchase	9/1/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	500,446	2.88	2.17	1.00	-	(500,446)
Purchase	9/1/22	10/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	19,863	2.81	2.05	1.00	-	(19,863)
Purchase	9/2/22	9/6/22	Federal Agencies	Federal Home Loan Banks	313385E77	50,000,000	0.00	0.55	99.98	-	(49,987,889)
Purchase	9/6/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	45,000,000	2.88	2.16	1.00	-	(45,000,000)
Purchase	9/7/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	30,000,000	2.88	2.16	1.00	-	(30,000,000)
Purchase	9/9/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	77,000,000	2.88	2.18	1.00	-	(77,000,000)
Purchase	9/15/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	15,000,000	2.88	2.19	1.00	-	(15,000,000)
Purchase	9/19/22	3/20/23	Public Time Deposits	Bridge Bank	PPFQECA11	10,000,000	3.57	3.57	100.00	-	(10,000,000)
Purchase	9/19/22	10/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	57,000,000	2.81	2.21	1.00	-	(57,000,000)
Purchase	9/20/22	9/20/23	Negotiable CDs	Royal Bank of Canada New York Brz	78015JFJ1	50,000,000	4.75	4.71	100.00	-	(50,000,000)
Purchase	9/21/22	11/7/22	Commercial Paper	MUFG Bank - New York Branch	62479ML76	50,000,000	0.00	3.11	99.58	-	(49,790,458)
Purchase	9/22/22	9/23/22	Federal Agencies	Federal Home Loan Banks	313385G83	50,000,000	0.00	2.96	99.99	-	(49,995,972)
Purchase	9/22/22	9/23/22	Federal Agencies	Federal Home Loan Banks	313385G83	50,000,000	0.00	2.96	99.99	-	(49,995,972)
Purchase	9/23/22	9/26/22	Federal Agencies	Federal Home Loan Banks	313385H33	50,000,000	0.00	0.99	99.98	-	(49,987,917)
Purchase	9/23/22	9/26/22	Federal Agencies	Federal Home Loan Banks	313385H33	50,000,000	0.00	0.99	99.98	-	(49,987,915)
Purchase	9/23/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	59,000,000	2.88	2.77	1.00	-	(59,000,000)
Purchase	9/26/22	9/26/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ENP79	50,000,000	4.25	4.25	99.99	-	(49,996,000)
Purchase	9/26/22	9/27/22	Federal Agencies	Federal Home Loan Banks	313385H41	50,000,000	0.00	2.96	99.99	-	(49,995,972)
Purchase	9/26/22	9/27/22	Federal Agencies	Federal Home Loan Banks	313385H41	50,000,000	0.00	2.96	99.99	-	(49,995,972)
Purchase	9/27/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	105,000,000	2.88	2.86	1.00	-	(105,000,000)
Purchase	9/28/22	9/25/23	Negotiable CDs	Royal Bank of Canada New York Brz	78015JH67	50,000,000	4.76	4.92	100.00	-	(50,000,000)
Purchase	9/28/22	9/25/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CXX0	50,000,000	4.82	4.92	100.00	-	(50,000,000)
Purchase	9/30/22	10/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C707	21,529	2.82	2.81	1.00	-	(21,529)
Purchase	9/30/22	9/22/23	Negotiable CDs	Royal Bank of Canada New York Brz	78015JHJ9	50,000,000	4.81	4.86	100.00	-	(50,000,000)
Purchase	9/30/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	343,353	2.74	2.74	1.00	-	(343,353)
Purchase	9/30/22	10/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	65,183	2.81	2.77	1.00	-	(65,183)
Purchase	9/30/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	1,022,769	2.88	2.87	1.00	-	(1,022,769)
Purchase	9/30/22	10/1/22	Money Market Funds	State Street Institutional U.S. Govern	85749T517	805,803	2.91	2.91	1.00	-	(805,803)
<b>Subtotals</b>						<b>\$ 1,201,547,811</b>	<b>2.11</b>	<b>2.89</b>	<b>\$ 67.72</b>	<b>\$ -</b>	<b>(1,201,275,851)</b>
Sale	9/8/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	\$ (7,000,000)	2.74	2.14	\$ 1.00	\$ -	7,000,000
Sale	9/14/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(20,000,000)	2.74	2.13	1.00	-	20,000,000
Sale	9/16/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(10,000,000)	2.74	2.11	1.00	-	10,000,000
Sale	9/20/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(11,000,000)	2.74	2.13	1.00	-	11,000,000
Sale	9/20/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(23,000,000)	2.74	2.13	1.00	-	23,000,000
Sale	9/21/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(23,000,000)	2.74	2.15	1.00	-	23,000,000
Sale	9/22/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(100,000,000)	2.74	2.17	1.00	-	100,000,000
Sale	9/22/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(43,000,000)	2.88	2.21	1.00	-	43,000,000
Sale	9/26/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(5,000,000)	2.74	2.74	1.00	-	5,000,000
Sale	9/28/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	(50,000,000)	2.74	2.74	1.00	-	50,000,000
Sale	9/28/22	10/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(12,000,000)	2.81	2.78	1.00	-	12,000,000
Sale	9/30/22	10/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(45,000,000)	2.81	2.77	1.00	-	45,000,000
<b>Subtotals</b>						<b>\$ (349,000,000)</b>	<b>2.77</b>	<b>2.35</b>	<b>\$ 1.00</b>	<b>\$ -</b>	<b>349,000,000</b>
Maturity	9/1/22	9/1/22	Federal Agencies	Federal Home Loan Banks	313385E28	\$ (200,000,000)	0.00	2.12	\$ 100.00	\$ -	200,000,000
Maturity	9/2/22	9/2/22	Federal Agencies	Federal Home Loan Banks	313385E36	(100,000,000)	0.00	2.15	100.00	-	100,000,000
Maturity	9/6/22	9/6/22	Federal Agencies	Federal Home Loan Banks	313385E77	(50,000,000)	0.00	2.19	100.00	-	50,000,000
Maturity	9/6/22	9/6/22	Commercial Paper	Apple Inc.	03785EJ62	(40,000,000)	0.00	2.34	100.00	-	40,000,000
Maturity	9/12/22	9/12/22	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CSP3	(50,000,000)	0.82	2.33	100.00	-	50,000,000
Maturity	9/12/22	9/12/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012U3V5	(50,000,000)	0.85	2.34	100.00	-	50,000,000

## Investment Transactions

### Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Maturity	9/14/22	9/14/22	Commercial Paper	MUFG Bank - New York Branch	62479MJE4	(40,000,000)	0.00	2.66	100.00	-	40,000,000
Maturity	9/16/22	9/16/22	Federal Agencies	Federal Home Loan Banks	313385F92	(25,000,000)	0.00	2.23	100.00	-	25,000,000
Maturity	9/19/22	9/19/22	Public Time Deposits	Bridge Bank	PPEEE5T97	(10,000,000)	0.81	0.00	100.00	-	10,000,000
Maturity	9/19/22	9/19/22	Public Time Deposits	Bank of San Francisco	PPE4E8VT6	(10,000,000)	0.81	0.00	100.00	-	10,000,000
Maturity	9/20/22	9/20/22	Federal Agencies	Federal Farm Credit Banks Funding	3133EHZP1	(25,000,000)	1.85	3.15	100.00	-	25,000,000
Maturity	9/22/22	9/22/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012U4G7	(50,000,000)	1.42	2.45	100.00	-	50,000,000
Maturity	9/22/22	9/22/22	U.S. Treasuries	United States Department of The Tre	912796U56	(50,000,000)	0.00	1.80	100.00	-	50,000,000
Maturity	9/23/22	9/23/22	Federal Agencies	Federal Home Loan Banks	313385G83	(100,000,000)	0.00	2.96	100.00	-	100,000,000
Maturity	9/26/22	9/26/22	Federal Agencies	Federal Home Loan Banks	313385H33	(100,000,000)	0.00	2.96	100.00	-	100,000,000
Maturity	9/26/22	9/26/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012UW84	(50,000,000)	0.28	8.65	100.00	-	50,000,000
Maturity	9/26/22	9/26/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012U4H5	(50,000,000)	1.44	6.32	100.00	-	50,000,000
Maturity	9/27/22	9/27/22	Federal Agencies	Federal Home Loan Banks	313385H41	(100,000,000)	0.00	2.96	100.00	-	100,000,000
Maturity	9/28/22	9/28/22	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CTT4	(50,000,000)	1.42	3.05	100.00	-	50,000,000
Maturity	9/29/22	9/29/22	U.S. Treasuries	United States Department of The Tre	912796U64	(50,000,000)	0.00	2.39	100.00	-	50,000,000
<b>Subtotals</b>						<b>\$ (1,200,000,000)</b>	<b>0.31</b>	<b>2.86</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>1,200,000,000</b>
Interest	9/1/22	10/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C707	---	2.82	2.12	---	\$	47,670
Interest	9/1/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	---	2.74	2.13	---	-	721,195
Interest	9/1/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919178	---	2.88	2.17	---	-	500,446
Interest	9/1/22	10/1/22	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	---	2.81	2.05	---	-	19,863
Interest	9/6/22	3/3/25	Federal Agencies	Federal Farm Credit Banks Funding	3133ELQY3	---	1.21	3.61	---	-	242,000
Interest	9/6/22	9/3/26	Federal Agencies	Federal Home Loan Banks	3130AP6T7	---	1.08	3.58	---	-	537,500
Interest	9/8/22	9/8/23	Federal Agencies	Federal Home Loan Banks	3130AJXD6	---	0.13	3.39	---	-	13,109
Interest	9/8/22	3/8/27	Federal Agencies	Federal Home Loan Banks	3130ARB59	---	2.35	3.77	---	-	1,083,611
Interest	9/8/22	9/8/23	Federal Agencies	Federal Home Loan Banks	313383YJ4	---	3.38	3.40	---	-	1,518,750
Interest	9/12/22	3/10/27	Federal Agencies	Federal Farm Credit Banks Funding	3133ENRD4	---	1.68	3.58	---	-	408,013
Interest	9/12/22	9/12/22	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CSP3	---	0.82	2.33	---	-	223,222
Interest	9/12/22	9/12/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012U3V5	---	0.85	2.34	---	-	230,208
Interest	9/12/22	9/12/25	Federal Agencies	Federal Home Loan Banks	3130A8ZQ9	---	1.75	3.74	---	-	90,081
Interest	9/12/22	9/12/23	Federal Agencies	Federal National Mortgage Associati	3135G0U43	---	2.88	3.48	---	-	426,190
Interest	9/13/22	8/10/26	Federal Agencies	Federal Home Loan Banks	3130ANTG5	---	1.05	3.81	---	-	525,000
Interest	9/15/22	9/15/23	U.S. Treasuries	United States Department of The Tre	91282CAK7	---	0.13	4.04	---	-	31,250
Interest	9/15/22	3/15/24	U.S. Treasuries	United States Department of The Tre	91282CBR1	---	0.25	3.98	---	-	62,500
Interest	9/15/22	3/15/23	U.S. Treasuries	United States Department of The Tre	912828ZD5	---	0.50	3.71	---	-	125,000
Interest	9/19/22	3/18/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EMTW2	---	0.30	4.00	---	-	150,000
Interest	9/19/22	9/19/22	Public Time Deposits	Bridge Bank	PPEEE5T97	---	0.81	0.00	---	-	40,012
Interest	9/19/22	9/19/22	Public Time Deposits	Bank of San Francisco	PPE4E8VT6	---	0.81	0.00	---	-	40,950
Interest	9/20/22	9/20/22	Federal Agencies	Federal Farm Credit Banks Funding	3133EHZP1	---	1.85	3.15	---	-	231,250
Interest	9/22/22	9/22/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012U4G7	---	1.42	2.45	---	-	376,694
Interest	9/23/22	3/23/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMUH3	---	0.13	3.74	---	-	40,625
Interest	9/23/22	9/23/24	Supranationals	Inter-American Development Bank	4581X0DZ8	---	0.50	4.28	---	-	125,000
Interest	9/23/22	9/23/25	Federal Agencies	Federal Home Loan Mortgage Corpo	3137EAEX3	---	0.38	4.31	---	-	42,375
Interest	9/23/22	9/23/24	Supranationals	International Finance Corporation	45950VQG4	---	0.44	4.68	---	-	22,000
Interest	9/23/22	9/23/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EM5X6	---	0.43	4.31	---	-	268,750
Interest	9/26/22	9/26/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012UW84	---	0.28	8.65	---	-	130,278
Interest	9/26/22	9/26/22	Negotiable CDs	Royal Bank of Canada New York Brz	78012U4H5	---	1.44	6.32	---	-	390,000
Interest	9/27/22	9/27/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EM6N7	---	0.17	4.31	---	-	42,500
Interest	9/28/22	9/28/22	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CTT4	---	1.42	3.05	---	-	349,083
Interest	9/30/22	10/1/22	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C707	---	2.82	2.81	---	-	21,529
Interest	9/30/22	9/30/26	U.S. Treasuries	United States Department of The Tre	91282CCZ2	---	0.88	4.15	---	-	656,250
Interest	9/30/22	3/31/23	U.S. Treasuries	United States Department of The Tre	91282CBU4	---	0.13	3.88	---	-	31,250
Interest	9/30/22	3/31/27	U.S. Treasuries	United States Department of The Tre	91282CEF4	---	2.50	4.11	---	-	312,500
Interest	9/30/22	3/31/25	U.S. Treasuries	United States Department of The Tre	912828ZF0	---	0.50	4.24	---	-	250,000
Interest	9/30/22	9/30/25	U.S. Treasuries	United States Department of The Tre	91282CAM3	---	0.25	4.24	---	-	125,000
Interest	9/30/22	10/1/22	Money Market Funds	Dreyfus Government Cash Managen	262006208	---	2.74	2.74	---	-	343,353
Interest	9/30/22	10/1/22	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	---	2.81	2.77	---	-	65,183

## Investment Transactions Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Interest	9/30/22	10/1/22	Money Market Funds	Money Market Obligations Trust - Fe	608919718	---	2.88	2.87	---	-	1,022,769
Interest	9/30/22	10/1/22	Money Market Funds	State Street Institutional U.S. Govern	85749T517	---	2.91	2.91	---	-	805,803
<b>Subtotals</b>						\$ -	1.29	2.26	\$ -	\$ -	<b>12,688,764</b>

<b>Grand Totals</b>	33	Purchases									
	(12)	Sales									
	(20)	Maturities / Calls									
	1	Change in number of positions									