



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, February 14, 2023, 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: 2482 337 7802 # #

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), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Elijah Saunders

Remote Access to Information and Participation

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

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

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



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Projects: SFCTA: Decarbonizing Downtown Business Deliveries Study (Prop K \$50,000). SFMTA: J Church Muni Forward (Prop K \$3,184,360), Great Highway Signal Upgrade - Additional Funds (Prop K \$480,000), FY23 Vision Zero Quick Build Program Implementation (Prop K \$345,143, TNC Tax \$2,000,000), M Ocean View Transit Reliability and Mobility Improvements (Prop AA \$1,000,000). SFPW: Alemany Interchange Improvement Phase 2 - Additional Funds (Prop K \$178,791), Innes Avenue Sidewalk Improvements (Prop AA \$179,000).	
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Other Items

ITEM

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



*Additional Materials

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

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

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

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

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

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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) and one directive (Health Officer Directive No. 2020-33i, available online at 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 or until the expiration of the COVID-19 state of emergency, whichever occurs earlier, the San Francisco County Transportation Authority Board 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 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, January 24, 2023

1. Roll Call

Chair Mandelman called the meeting to order at 10:07 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Absent at Roll Call: (0)

2. Chair's Report - INFORMATION

Chair Mandelman referenced recent big events for the transportation sector including the Central Subway full opening and an event celebrating with Speaker Emerita Nancy Pelosi, United States Department of Transportation Secretary Buttigieg, Mayor Breed, and many Board members celebrating \$400 million for seismic retrofit of the Golden Gate Bridge. He thanked the Federal delegation and the Biden Administration for securing funding for San Francisco transportation projects from the 2022 bi-partisan appropriations package and thanked Senators Padilla and Feinstein for advocating for the Yerba Buena West Side Bridges grant from the Federal Highway Administration. The Chair noted the recent storm damage and thanked President Biden and Governor Newsom for their emergency declarations that would help the city rebuild and repair its infrastructure.

Chair Mandelman referenced the Governor's recent proposals to trim state transit and active transportation capital funding programs in response to lower budget estimates, and acknowledged Senator Weiner for advocating to maintain transit investment and find solutions to the impending transit operating fiscal cliff. Concurrently, the Chair thanked the Metropolitan Transportation Commission (MTC), including Commissioner Ronen, as well as regional transit leaders as they all collaborate to face this issue. Finally, the Chair recognized MTC's departing Executive Director Therese McMillan who is retiring after decades of distinguished public service.

There was no public comment.

3. Approve the Minutes of the January 10, 2023 Meeting - ACTION

There was no public comment.

Commissioner Melgar moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved without objection by the following vote:

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



Absent: (0)

Consent Agenda

4. **[FINAL APPROVAL] Accept the Audit Report for the Fiscal Year Ended June 30, 2022 – ACTION***
5. **[FINAL APPROVAL] Award a Two-Year Consultant Contract to CGI Technologies and Solutions, Inc. in an Amount Not to Exceed \$350,000 for Migration and Maintenance Services and a One-Year Consultant Contract to Fix Your ERP LLC in an Amount Not to Exceed \$200,000 for Project Management Services for Microsoft Dynamics 365 Finance & Operations Services - ACTION***
6. **[FINAL APPROVAL] Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Westside Bridges Seismic Retrofit Project in the Amount of \$95,496,378 – ACTION***

There was no public comment.

Commissioner Preston moved to approve the Consent Agenda, seconded by Commissioner Ronen.

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

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

Absent: (0)

End of Consent Agenda

7. **[FINAL APPROVAL ON FIRST APPEARANCE] Allocate \$190,000 in Prop K Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Sloat and Skyline Intersection Improvements – ACTION***

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

Vice Chair Melgar said that she was concerned that the proposed signals would be the only improvements to the intersection and that there would be no further reconfigurations given the way the scope had just been presented. She said that she had been working with the San Francisco Municipal Transportation Agency (SFMTA) for more than two years on previously proposed options to reconfigure the intersection as a roundabout or a T-shaped intersection. She said that this intersection would be very stressed with traffic once the Great Highway extension between Sloat and Skyline is closed for the Ocean Beach Climate Change Adaptation project. She said that SFMTA staff had assured her that the signalization work under consideration would be an interim step and that planning would continue for full reconfiguration of the intersection in the future. Vice Chair Melgar asked to hear from SFMTA and said



that some of the benefits of reconfiguring the intersection could include freeing up land for other uses including potential housing.

Bryant Woo, signals manager with SFMTA, affirmed that the intersection would be stressed with the Great Highway extension closure and that implementing signals quickly was urgent, and that Commissioner Melgar was correct that SFMTA would continue to look at making improvements to the intersection. He also mentioned two quick-build projects that SFMTA would be implementing in the area to improve pedestrian and bicycle connections.

Vice Chair Melgar said that she was reassured by Mr. Woo's comment, but that she wanted to confirm that Transportation Authority and SFMTA staff were in alignment.

Carl Holmes, Deputy Director for Capital Projects, said that staff at the two agencies were aligned.

Commissioner Engardio said that when he was presented with the situation it was explained to him that we needed the signals in place as soon as possible to mitigate the Great Highway extension closure, but that this wasn't the end of the story. He thanked Commissioner Melgar for raising this issue.

Chair Mandelman said that the Board would look forward to hearing more about work that would be done at the intersection.

During public comment, Maggie Dong said that she was a concerned citizen who travels through the Sloat Skyline intersection. She said she supports the proposed project because she had had so many almost near death experiences just crossing the street there. She said that there were a lot of families and elderly people who travel through the area who would benefit from the project.

Commissioner Melgar moved to approve the item, seconded by Commissioner Dorsey.

The motion was approved without objection by the following vote:

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

Absent: (0)

8. [FINAL APPROVAL ON FIRST APPEARANCE] Adopt 2022 Annual Report – ACTION*

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

Vice Chair Melgar thanked Director Chang for her humility, competence, and leadership. She extended her thanks to Transportation Authority staff and stated that their accomplishments were well deserved.

Chair Mandelman thanked Director Chang and Transportation Authority staff.

During public comment, Aleta Dupree said that they hoped there would be more adoption of autonomous vehicles. She then stated her support for the Downtown Extension project and compared it to the Grand Central Madison project that opened recently in New York. She closed by stating her support for other transportation projects, including the Central Subway.



Barry Toronto expressed concern that ramp taxis were not mentioned during the presentation and stated that Prop L funds should be allocated to increased subsidies for ramp taxi drivers to buy new vehicles. Mr. Toronto said that autonomous vehicles have become a major problem because they block traffic.

Commissioner Walton moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

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

Absent: (0)

9. Portsmouth Square Community Based Transportation Plan Update - INFORMATION*

Jielin Pan, Senior Engineer, presented the item per the staff memorandum.

Commissioner Peskin thanked Transportation Authority staff for their work on this project and the Neighborhood Transportation Improvement Program (NTIP) report that was completed a few years ago. He acknowledged the members of the Chinatown community, including the Chinatown Transportation Research and Improvement Project (TRIP), who worked with Transportation Authority staff, Recreation and Park Department (RPD) staff, and his office staff to lead these improvements. He also thanked and acknowledged Assembly Member Ting's successful efforts that provided more funding to finance the complicated project.

Commissioner Peskin asked Mr. Noah Levy, RPD Project Manager, about the status of Walter U Lum Place improvements cost breakdown. Mr. Levy responded that RPD has completed some preliminary estimates for the improvements included in Ms. Pan's presentation at around \$ 1 million. He stated that RPD will not have the final cost breakdown numbers until the project goes out to construction bidding.

Commissioner Peskin asked Mr. Levy where the online park renderings were from.

Mr. Levy responded that those renderings were exhibits included in the draft Environmental Impact Report (EIR) adopted in January 2022. He stated that the renderings were preliminary schematic plans that the San Francisco Planning Department approved but were not the final plans. He stated that the bridge is Hilton's property and RPD was working closely with Hilton to develop the final plan for final permit approval associated with bridge removal.

Commissioner Peskin stated for the record that there would be no public, state, nor city funds to spend on any improvements on the private property. He stated that he would continue working with RPD, San Francisco Public Works, and the city attorney's office to resolve the bridge removal matter soon.

Commissioner Peskin commented that it would be helpful for the viewer if all the plans were orientated in the same direction in the staff presentation.

During public comment, Ms. Maggie Dong, on behalf of Chinatown TRIP, expressed support for the Portsmouth Square transportation improvements. She stated that it was very important to implement the improvements since there was a lot of foot traffic



in Chinatown, particularly in the historic Portsmouth Square.

Ms. Amy Zhou, senior planner at Chinatown Community Development Center, spoke on behalf of the Committee for Better Parks and Recreation in Chinatown (CBPRC). She supported the transportation safety improvements suggested by the Transportation Authority and the broader improvement project led by RPD created by, supported by, and designed for residents of the Chinatown community. She stated that the vision is the result of nearly a decade's worth of community engagement, capital assessment, new studies, planning, and design. She continued by stating that both the park improvements and transportation improvements are related to the broader improvement of the general Portsmouth Square area and she gave an example of the raised crosswalk on Walter U Lum Place that would improve accessibility. In closing, she emphasized CBPRC's support of the community based transportation plan and the community's appreciation of the Transportation Authority's work.

10. Prop L Implementation Approach - INFORMATION*

Michelle Beaulieu, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Melgar asked if all the remaining Prop K funds were spoken for and observed the sales tax revenue was higher than initially expected this fiscal year.

Anna LaForte, Deputy Director for Policy and Programming, replied that there would be a large number of Prop K requests presented to the Board next month, including multiple requests to drawdown remaining Neighborhood Program funds. She added that the Neighborhood Program would reset and be replenished one year early under Prop L. Overall, Ms. LaForte explained that some Prop K programs were already fully allocated, some would be expected to be completely allocated by the end of March, and others would have unallocated funds that would carryforward to be programmed and allocated through Prop L.

During public comment, Aleta Dupree shared that Prop L is a good plan with a multitude of categories. She expressed the importance of paratransit services, decarbonization efforts, BART operations, and the benefits to diverse communities.

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment, Roland Lebrun expanded on the public comment letter that he submitted and was included in the agenda packet. He stated concerns with the cost, impact, and inability to truly accommodate a high-speed rail connection given the project designed by the Transbay Joint Powers Authority (TJPA). He said he did not support the switch from a three- to two-track tunnel. Finally, he urged the Board to revise the governance model that was approved last year, to keep TJPA accountable and to transfer responsibility for delivery to a group consisting of the Transportation Authority, SFMTA, and San Francisco Department of Public Works.



Aleta Dupree asked that the Chair allow the public to continue to participate and not limit public comment. She expressed her support for San Francisco transportation and closed by asking the Board to accept those that are different and advocate for transportation that welcomes everyone.

Eric Arguillo, a member of Calle 24 Latino Cultural District and Missioner resident, asked for a comprehensive transportation plan for the Mission that centers racial equity. He stated that plans have been piecemeal and have had limited community engagement, causing confusion and safety issues for residents. He closed by stating that a plan would make streets safer, trauma informed, and more inclusive.

Barry Toronto stated that staff should present to SFMTA's Paratransit Coordinating Council on the paratransit funding component of the Prop L expenditure plan.

Marie Sorenson, a Mission resident, stated that she learned about SFMTA's plans to put a bike in the middle of Valencia street during a meeting at Manny's. She expressed a desire for a comprehensive transportation plan for the Mission, rather than a piecemeal approach.

13. Adjournment

The meeting was adjourned at 11:31 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, January 25, 2023

1. Committee Meeting Call to Order

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

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

CAC Members Absent at Roll: Rosa Chen (1)

2. Chair's Report - INFORMATION

Chair Ortiz reported that at the past Transportation Authority Board meeting, Tilly Chang, Executive Director, presented the annual report which is available on the website. Earlier in the month, he noted that the Board also re-elected Chair Mandelman and elected Commissioner Melgar as Vice Chair. Chair Ortiz shared breaking news that the state Supreme Court dismissed challenges to the Bay Area Traffic Relief Plan approved by Bay Area voters in 2018 through Regional Measure 3 (RM3). He explained that the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) would administer RM3 bridge tolls to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes. Major projects and programs of SF interest include:

- \$500 million (M) for additional BART vehicles,
- \$325 M for the Caltrain Downtown Rail Extension,
- \$140 M for Muni Fleet and Facilities,
- \$150 M for Bay Trail/Safe Routes to Transit Projects,
- And significant operating support for ferry service, ramping up to \$35 M a year by year 5.

Chair Ortiz also welcomed CAC Member Calvin Ho, representing District 4, who introduced himself.

There was no public comment.

3. Election of Chair and Vice Chair for 2023 - ACTION*

Chair Ortiz and CAC Member Siegal spoke to their interests and qualifications in serving as CAC Chair and Vice Chair respectively.

CAC Member Ortega moved to elect Chair Ortiz as Chair and Member Siegal as Vice Chair, seconded by CAC Member Barz



Ayes: CAC Members Barz, Daniels, Ho, Levine, Ortega, Ortiz, Rozell and Siegal
(8)

Absent: CAC Member Chen (1)

Consent Agenda

4. **Approve the Minutes of the November 30, 2022 Meeting - ACTION**
5. **Adopt a Motion of Support to Adopt the Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION***
6. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2022 - INFORMATION***
7. **Audit Report for the Fiscal Year Ended June 30, 2022 - INFORMATION***
8. **Community Advisory Committee Vacancies - 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: CAC Members Barz, Daniels, Ho, Levine, Ortega, Ortiz, Rozell and Siegal
(8)

Absent: CAC Members Chen (1)

End of Consent Agenda

9. **Adopt a Motion of Support to Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests – ACTION***

Lynda Viray, Transportation Planner, and Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum.

Member Eric Rozell asked if different outcomes related to closing the Great Highway would it affect the relevance of the Great Highway Signal Upgrade - Additional Funds project.

Bryant Woo, Project Manager at San Francisco Municipal Transportation Agency (SFMTA), answered that the signals design was flexible and accommodated either scenario, in which both halves remain a roadway or one half gets converted.

Member Rachael Ortega asked about the J Church Muni Forward project and requested additional information on community outreach. She expressed interest in attending these events and wanted to share the details with other community members.

Felipe Robles, Project Manager at SFMTA, answered that they have information available and can provide that directly to Member Ortega. He explained they had a robust outreach strategy that would occur in the next few months involving



community meetings, briefings, neighborhood groups, and Supervisor briefings.

Member Kat Siegal asked about the design costs for the J Church Muni Forward and M Ocean View Transit Reliability and Mobility Improvements projects. She added the costs were attributed to labor and wanted clarification on why the funding source was from Prop K as opposed to the sponsor.

Anna LaForte, Deputy Director for Policy and Programming, answered that the design phase was typically implemented by in-house labor but not all the time. She added it was usually designers and engineers at either SFMTA or San Francisco Public Works, and there was occasionally contracted labor mainly for construction such as Quick-Builds implementation.

Member Siegal asked if in-house labor would be a cost of a capital project.

Ms. LaForte answered affirmatively that in-house labor would be considered a cost of a capital project as opposed to the sponsor's operating budget. She explained that the design phase would produce construction drawings and bid documents, allowing the project to proceed to construction.

Member Siegal asked about the pedestrian and transit boarding islands mentioned in the J Church Muni Forward project and if those improvements were applicable to any other bus or rail corridors. She wanted to know if subsequent similar improvements would require a two-year design phase or if future projects could be completed quicker.

Ms. LaForte answered this was the typical timeline for this type of project and invited SFMTA staff to speak.

Mr. Robles explained that SFMTA was proposing concrete improvements on the entire surface of the J line which was time intensive. He also added there was site specific work conducted by civil engineers such as the review of intersections and utilities that could vary from corridor to corridor. Mr. Robles said that aspects of the design had evolved to speed up the process but the civil engineer's review could often be lengthy.

Chair Kevin Ortiz asked about the Fiscal Year 2022/23 Vision-Zero Quick-Build Program Implementation (Part 1) project with respect to the Vision Zero action strategy to complete 20 quick-build projects by 2024 and how the funding request had only six corridors identified and said he wanted to know when the remaining 14 corridors would be moving forward. He also requested a status update on the quick-build program, as it appeared SFMTA was behind schedule in project implementation. Chair Ortiz said his understanding was that Franklin appeared to be the only project completed and in a prior year, there were only 10 quick-build projects finished. He voiced concern with expediting this work and wanted clarity on how SFMTA would move forward with faster implementation efforts.

Jen Wong, Project Manager at SFMTA, clarified that in 2022, SFMTA completed more than the Franklin Street quick build. She explained that the number varied per year based on the complexity of projects, staffing availability, and other factors. She stated SFMTA was committed to working on all areas of the High Injury Network and the work was spread throughout many different programs and had many other work streams that contributed to safer San Francisco streets, such as traffic calming and



slow streets projects. Ms. Wong continued by stating that the work would not end at this allocation request and work would be done on a number of corridor style projects, spot improvements, outreach, evaluation, and other administrative activities. She explained that all these were the various facets of program delivery and said that she would gladly share more information with the committee.

Chair Ortiz added that his understanding was SFMTA completed one quick-build project that was funded for 2020 in 2022 and there were projects that were completed in the previous year from a previous calendar year. He wanted to know why the work was behind schedule and the timeline for the 20 projects to be completed. He also expressed concern that the quick-build projects did not consider traffic studies such as the Valencia corridor. Chair Ortiz requested additional information on the timeline of the quick-build work.

Ms. Wong answered that in terms of the traffic analysis, every project had its own planning process tailored to the specific needs seen. She said with the Valencia Street project, the project team was responding based on outreach feedback. She continued by noting that some of the quick-build projects were in an earlier implementation phase of a larger capital project like the 6th Street or Taylor Street corridors, which had very extensive traffic analyses done. Ms. Wong stated that SFMTA staff was working with the Transportation Authority on the timing of the allocations, and continuing to queue up projects so that work could progress without stopping.

Chair Ortiz thanked Ms. Wong for the response. He asked if there was an estimated timeline for when the other projects would be implemented, particularly ones up for funding in 2023.

Ms. Wong replied that there were a large number of quick-build projects and said she would be happy to follow up via email. For example, she said that Lake Merced Boulevard would be queued up for construction and that Lincoln Way, Hyde Street, 17th Street, Bayshore Boulevard, Sloat Boulevard, and Valencia Street were in the planning phase and after outreach and approval could also begin construction in 2023. She said the projects included in the subject allocation request, like Cesar Chavez Street and Clarendon Avenue, could start later in the calendar year as well.

Ms. LaForte explained that there were also standalone quick-build projects like Central Embarcadero and Lake Merced that could be funded with Transportation Network Company (TNC) Tax revenues and suggested that staff could work with Ms. Wong's to provide the CAC with a comprehensive look at the quick-build projects that had been funded and their status along with a look at projects going forward.

Chair Ortiz requested an estimated timeline to complete projects and a report in March, if possible.

Ms. LaForte said staff could provide a report in March as part of the TNC Tax programming and allocation item that would come to the CAC.

During public comment, Chris Faust said the J Church project did not make sense in his neighborhood and the boarding islands would cause more traffic jams along with delaying the Muni lines. He also commented on the traffic light on Church and 25th streets, which he said was not a busy intersection.

Kevin Wallace said the bulb-outs would slow things down and were not needed, that



they would negatively affect the merchants by slowing down traffic and taking away parking.

Edward Mason said the light on 25th should be located somewhere else and two-car train platforms would eliminate the Liberty Street stop and impact shared spaces along the corridor. He opined that the benefits to the rider experience at a \$20 million cost were questionable. Mr. Mason said it was unnecessary to build the south side of Market/Church boarding area into the plaza. He further spoke on travel time savings.

Anastasia Yovanopoulos asked when the public was allowed to give feedback on the J Church project. She said the SFMTA would be throwing away money on something that would not work for the community. She continued that the real problem was that the trains broke down several times a day. She added that she was also concerned about the J Church's access to downtown stations being limited by the addition of a forced transfer. She asked project managers to ensure that outreach to the community was being done.

Member Ortega said that she would take the District 8 commenters' concerns to the Board. She added that she agreed the bulb-outs would make it hard for people to park on the street and not everyone has off street parking. She noted confusion on the improvement locations (25th Street vs. Cesar Chavez Street) and requested clarification on the J Church project details.

Member Siegal asked staff to speak on the callers' concerns regarding the removal of some stop signs and concerns related to pedestrian safety at those intersections.

Mr. Robles answered that the discussions around stop sign removal and bulb-out installation were what SFMTA was hoping to have during spring as part of the public outreach and that the trade-offs were understood between parking and pedestrian safety. He added that the San Francisco Board of Supervisors passed a measure in the previous year directing SFMTA to improve any transit stops citywide where passengers were forced to navigate through parked cars or active traffic lanes to get on or off buses and trains, and that measure was leading SFMTA's proposals in making the specific improvements. Mr. Robles said SFMTA was noting all the public feedback in refining proposals moving forward.

Member Sara Barz said regarding the J Church project and the spring outreach, it would be helpful to have evidence-based assessment on how transit bulbs impact pedestrian safety and the data on specific trade-offs of the proposed improvements. She added that the J Church serviced the eastern part of District 7 and common complaints were about how unreliable the J Church was to get from that neighborhood to downtown, which has also caused her to favor using BART instead even though it is a farther walk. She commented that any improvements that could be made to improve the reliability of the J Church would benefit the entire city.

Chair Ortiz commented that in a previous career as a youth organizer, there was a running joke that the J Church would run faster in certain neighborhoods rather than from the east side, so he was also interested in the data about J Church improvements. He thanked the District 8 constituents for voicing their concerns and looked forward to hearing about the community engagement process with District 8 stakeholders.

Chair Ortiz expressed concern about the proposed quick-build projects and stated he



was not comfortable supporting that item. He asked for a motion to continue the item.

Member Barz asked for clarification about staff coming back with more information on quick-builds in March and asked if that addressed the Chair's concern.

Chair Ortiz clarified that his concern was about obtaining information on the effectiveness of completed projects from 2022, status updates of projects in progress, and the plan for projects to be proposed in the coming year.

In response to requests for clarification on options for the next steps the CAC could take, Chief Deputy Director Maria Lombardo explained that the CAC could make a motion to continue the Vision Zero Quick-Build Program part of the item, or the CAC sever the Quick-build Program request and vote on it separately from the rest of the requests in the item. She said it could take two months for a follow-up report to be brought back to the CAC, depending on staff resources.

Chair Ortiz asked how long the projects would be delayed if the CAC did not approve the Quick-Build Program request.

Ms. LaForte explained that the proposed projects were the first part of the process, which would allow SFMTA access to funding for design. She added that the proposal was only half of the needed funds from Prop K and staff anticipating recommending the other half of the funds from the TNC Tax, but those funds needed to be programmed first, and staff would bring back that request to the CAC in March and to the Board in April. Ms. LaForte added that the last of the Prop K allocations would be approved at the February CAC and March Board meetings since Prop L takes effect on April 1, 2023. Ms. LaForte continued by saying that staff would not be ready with the TNC Tax item in time for February CAC due to a very large number of Prop K requests moving forward and Prop L implementation work. She noted that the freeze on Prop K would not affect the TNC Tax funds. Ms. LaForte added that staff was happy to provide the information requested by Chair Ortiz, including the project list and status of the projects, which was received on a quarterly basis.

Chair Ortiz said he'd like to see a more comprehensive report or vision of the overall quick-builds rather than seeing it in pieces, so that it could be improved at one meeting. He asked for a motion on the item.

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

The motion failed by the following vote:

Ayes: CAC Members Barz, Ho, Levine, and Siegal (4)

Nays: CAC Member Daniels, Ortiz, and Rozell (3)

Abstain: CAC Member Ortega (1)

Absent: CAC Member Chen (1)

Member Levine moved to defer the J Church Muni Forward and FY23 Vision Zero Quick-Build Program Implementation (Part 1) recommendations of the item, seconded by Member Ortega.

Member Najuawanda Daniels asked for clarification on the second motion and if the Innes Avenue Sidewalk Improvements could be added the deferment because she would like information about the project.



Ms. Lombardo invited Member Daniels to ask staff about the Innes Avenue project to see if they could address her concerns.

Member Daniels expressed concerns about what outreach had been done with the community on Innes Avenue and wanted to know what the complete project entailed.

Paul Barradas, Project Manager at San Francisco Public Works, replied that they would be installing a four-foot or larger sidewalk, catchment fence, and curb ramps on Innes Avenue between Arelious Walker and Donahue Street. He said there had been some rocks falling from the hillside and there needed to be a fence to catch those, curb ramps missing, and sidewalk missing on that portion of the street. He continued that staff would conduct outreach in the area along the process.

Chair Ortiz asked if staff answered addressed Member Daniel's concerns about that project.

Member Daniels confirmed and thanked staff for addressing her concerns. She added there was no longer a need to sever the proposed project from the rest of the request.

Member Barz asked for clarification on how delay in a CAC vote would affect the funding of the quick-build projects.

Ms. Wong, SFMTA, answered that the impact of delaying a vote two months would also be a delay in the processing of funds at the Controller's Office and providing SFMTA access to the funds. She added that the sooner the funds were programmed the sooner staff could begin the planning and design phase work on the projects, which would include outreach to communities and stakeholders, developing materials and designs, conducting technical feasibility analyses, and design work for those locations.

Member Ortega expressed her concern about the community not having been involved in providing input to the proposal of the J Church. She asked if there was a point between design and construction that the CAC could see the status of the project and provide input again.

Mr. Robles said the outreach process in spring would be an opportunity for the public to provide input and refine the designs for the project.

Member Ortega said she did not want to hold up the funding for the outreach to be done on the J Church Muni Forward project and asked Member Levine if he was willing to amend the motion on the floor.

Member Levine moved to defer the FY23 Vision Zero Quick-Build Program Implementation (Part 1) request, seconded by Member Ortega.

The proposed amendment to defer the Vision Zero Quick-Build Program request failed by the following vote:

Ayes: CAC Members Daniels, Levine, Ortega Ortiz, and Rozell (5)

Nays: CAC Member Barz, Ho, and Siegal (3)

Absent: CAC Member Chen (1)

Member Siegal suggested severing the Vision Zero Quick-Build Program request to



vote on it separately and made a motion of support to approve all of the remaining requests, seconded by Eric Rozell.

The motion was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ho, Levine, Ortega, Ortiz, Rozell, and Siegal (8)

Nays: (0)

Absent: CAC Member Chen (1)

Member Siegal proposed voting to either approve or not approve of the Vision Zero Quick-Build Program request since a previous motion to defer the item failed.

Member Barz asked Chair Ortiz to restate his reasoning for deferring the Quick-Build Program request.

Chair Ortiz explained that he was not sold on the Quick-Build Program since the other projects were already behind schedule for 2022, as well as for 2023. He said an extra two months didn't concern him since the projects were already years behind. He added that he wanted to get to the root cause of why the projects were behind schedule and figure out how to expedite some of the timelines, as well as a comprehensive report on how the Quick-Build Program was implemented. He added that there was some concern about SFMTA having issues with some of the capital projects and wanted the CAC to get a better understanding.

Member Siegal moved to approve the FY23 Vision Zero Quick-Build Program Implementation (Part 1) request, seconded by Member Barz.

The motion was approved by the following vote:

Ayes: CAC Members Barz, Ho, Levine, Ortega, Rozell, and Siegal (6)

Nays: CAC Members Daniels and Ortiz (2)

Absent: Chen (1)

10. Adopt a Motion of Support to Approve the 2023 State and Federal Legislation Program – ACTION*

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

During public comment, Edward Mason said he was concerned about the use of scooters on sidewalks and the lack of enforcement of that activity.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ho, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Absent: CAC Members Chen (1)

11. Visitation Valley Community Based Transportation Plan Update – INFORMATION*

Due to time constraints, the Chair continued this item to the February 22, 2023 CAC



meeting.

12. Prop L Implementation Approach – INFORMATION*

Michelle Beaulieu, Principal Transportation Planner, presented the item per staff memorandum.

Chair Ortiz thanked staff for their work on Prop L and the Expenditure Plan and stated that he was excited to see the implementation of Prop L.

During public comment, Roland Lebrun stated that he sent a letter to the Transportation Authority Board and copied the Community Advisory Committee regarding his concerns about the Downtown Extension project. He noted that the news at the start of the CAC meeting about the RM3 Supreme Court update was significant and would mean that TJPA could meet their August deadline. He expressed concern about the cost of the Downtown Extension project and noted that there was a \$900 million application to the federal government that was declined. He stated that the point of his letter was to raise concerns about the technical capability and the rising cost of the project and urged CAC members to consider the impacts on South of Market and MUNI and to consider if there could be a better alternative.

13. San Francisco Municipal Transportation Agency Slow Streets Program Update – INFORMATION*

Shannon Hake, SFMTA, presented the item per the staff memorandum.

Chair Ortiz asked what the pedestrian and bike walk count was on the Shotwell slow street. He also questioned the framework and community engagement for extending the Shotwell slow street from 20th to 22nd.

Ms. Hake responded that SFMTA did an evaluation on slow street corridors that can be found at sfmta.com/slowstreets. She stated that on average, there was an increase in pedestrians and bikes on slow streets. She continued that 22nd was originally included, to align with the existing bike network, however there were construction projects that prevented it from being implemented yet. She said SFMTA planned to start a community engagement process soon.

Member Ortega asked how daily vehicle volumes were calculated.

Ms. Hake responded that SFMTA used tubes, left out for 3-4 days, and created an average corridor count.

Vice Chair Siegal followed up on Member Ortega's question to clarify how the average was calculated. She also asked how school zones were taken into account in the average calculation and about SFMTA's approach to egregious speeding.

Ms. Hake responded that they use the average of all blocks in the slow street corridor. Ms. Hake said that SFMTA does take into account school zones and that is captured through the peak hour per block. She said that SFMTA looks at these outliers to find strategies to reduce variations in volume and speeding. Ms. Hake continued by saying that any speeds over 25 mph are too fast when people are in the street and that the SFMTA could lower speeds to as low as 20 mph. She noted that enforcement was not a policy priority so the SFMTA focused on engineering.

Member Barz complimented Ms. Hake and her team's presentation materials for



being very accessible and user friendly. She asked whether SFMTA wanted 15 mph to be the median speed or average speed.

Ms. Hake responded that the SFMTA Board adopted a policy aiming for the median speed to be at 15 mph or slower.

Member Ho pointed out that the data on slide 9 was a year old and that it should be noted as such.

During public comment Ed Mason asked whether there was a measurement of displaced traffic from the slow streets to adjacent streets.

Member Barz asked for a response to Mr. Mason's question.

Ms. Hake responded that SFMTA did collect overall volumes for parallel streets and compared before and after. She said that SFMTA did not see significant impacts on adjacent streets in the evaluation, noting that slow streets are selected, in part, based on already low traffic volumes.

Other Items

14. Introduction of New Business - INFORMATION

Member Ortega asked for a discussion on bringing back SFMTA bus routes that were suspended during the pandemic, specifically the bus 76 that goes to Marin. She then asked about ridership numbers and community perception for the new Central Subway, referencing a Chronicle article. She noted that both of these requests were brought to her attention by former CAC member Peter Tanne.

Chair Ortiz requested a comprehensive report on SFMTA quick-builds, with historical data included, as well as planned and underway projects. He also requested an exploration of a community-based transportation plan for the Mission.

Member Daniels requested either information or a presentation on the Evans Street project that caused flooding over the New Years holiday.

Member Ho asked about materials on the Sunset Neighborways and the N-Judah Muni Forward project. He requested a presentation if there is no information available. Finally, he requested information on the impacts of the recent storms.

During public comment, Peter Tannen thanked CAC Member Ortega for bringing up the two items he brought to her attention and said he looked forward to hearing about them.

15. Public Comment

During public comment, Roland Lebrun noted that taking public comment is not optional. He expressed appreciation for the Zoom format, including using the chat to display which item was being presented. He then requested that a copy of the meeting transcript and video be made public as well as a count down clock for public comment.

Ed Mason observed that company commuter buses generally run empty and should not continue running, and that they are net contributors to greenhouse gas emissions.



Member Rozell supported the idea for a countdown clock.

Member Siegal echoed Mr. Lebrun's request for meeting transcripts. She continued that the Zoom format is friendlier and requested that the Transportation Authority make it as easy as possible for the public to participate in meetings when the CAC returns to in person.

16. Adjournment

The meeting was adjourned at 8:38 p.m.

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Memorandum

AGENDA ITEM 5

DATE: February 2, 2023

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 2/14/2023 Board Meeting: Appoint One Member to the Community Advisory Committee

RECOMMENDATION Information Action

Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.

SUMMARY

There are two open seats on the 11-member CAC, one of which requires Board action at this time. Commissioner Safai is ready to nominate a candidate (Mariko Davidson) 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 11 candidate is included in Attachment 2. We note that the District 1 office is currently evaluating potential candidates to fill the other current vacancy on the CAC. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

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

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.

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application (Ms. Davidson)
- 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 1.31.23

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			1				
VACANT			11				
Calvin Ho	M	N/A	4	Outer Sunset	Business, Disabled, Environment, Social and racial justice, Labor, Neighborhood, Public Policy, Senior	December 2023	December 2025
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

Mariko	Davidson	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Prefer not to say			
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 11	Ingelside	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

Mission-driven, entrepreneurial leader with 15 years of experience working in the new mobility and climate space-- including strategy, policy, operations, planning, research, and gov affairs-- for sustainable, equitable cities.

Mother of two, e-bike commuter, slow streets activist, urban planner, surfer.

Statement of objectives:

Improve walking and biking infrastructure across District 11 so parents and children feel safe walking and biking their children to school. We can do this by: increasing the number of Slow Streets to create a network, work with schools on "Bike Bus" programs (where kids + parents bike collectively to school), organize the bicycle community locally and get input on infrastructure improvements, advocate and enable pedestrian and cycling infrastructure programs in the district.

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:

Environment;Neighborhood;Public Policy

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

Not sure

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

Mariko Davidson **1/12/2023**
NAME OF APPLICANT DATE

MARIKO MURA DAVIDSON

San Francisco, California

Experience	<p>FORD NEXT, LLC Sept '22 - present Electrification Partnerships Lead San Francisco, California</p> <ul style="list-style-type: none"> • <i>Partnerships</i>: Brokering commercial partnerships on EV Charging infrastructure for new business. • <i>Product Development</i>: Leading A/B testing on in-vehicle charging software development. • <i>Business Development</i>: Build strategic relationships with policy makers, government leaders, DOTs, MTAs, MPOs, Mayor's Offices, State entities for new business markets.
	<p>FORD MOBILITY / AUTONOMOUS VEHICLE, LLC Jan '18 - Sept '22 Head of Mobility Engagement - West Coast San Francisco, California</p> <ul style="list-style-type: none"> • <i>Gov Affairs / Strategy</i>: Led city selection process for 50+ markets; wrote regulatory assessment / reviews; led AV campaigns for pre-market enablement; developed "market engagement strategy" • <i>Business Operations</i>: Supported establishment of new market HQs (state / local tax incentives, real estate planning, permitting, stakeholder engagement); led AV Incident Reporting Guide • <i>Thought Leadership</i>: Internal policy memos led to company response to USDOT RFI on Transportation Equity 2021; represented Ford Mobility on speaker circuit, forums, advisories. • <i>Business Development</i>: Built strategic relationships with policy makers, government leaders, DOTs, MTAs, MPOs, Mayor's Offices, State entities for mobility markets. Managed eight states to advance new mobility partnerships to scale, support RFPs, manage local field teams.
	<p>MICROSOFT Aug '16 - Jan '18 Civic Partnerships Manager San Francisco, California</p> <ul style="list-style-type: none"> • Sourced, structured, & closed partnerships to leverage cloud technology for the public good. • Built strategic relationships with electeds, civic leaders, non-profits, universities. • Led new mobility data tech partnership with ITDP. Brokered LinkedIn Learning & San Francisco Mayor's Office partnership. Cultivated community partners: Lighthouse for the Blind, SF Bicycle Coalition, WalkSF. External spokesperson on civic innovation, \$500K portfolio.
	<p>CITY COUNCIL, CITY OF CAMBRIDGE June – Nov '15 Political Candidate Cambridge, Massachusetts</p> <ul style="list-style-type: none"> • 3rd runner up, defeated by 149 votes. Grassroots campaign on active transportation; dollar-to-vote ratio of \$17/vote (compared to \$45+/vote ave). Endorsements: Ward 6 Dems, Bike Safe Boston.
	<p>COMMONWEALTH OF MASSACHUSETTS May '14 – June '15 Director, Open Data Initiative Boston, Massachusetts</p> <ul style="list-style-type: none"> • Built MassData, now the Office of Data Management & Outcomes Assessment for Mass.gov. Brokered first multi-municipal data sharing partnership: Boston, Cambridge, Somerville.
	<p>MAYOR'S OFFICE, CITY OF BOSTON June – Sep '13 Fellow, New Urban Mechanics Boston, Massachusetts</p> <ul style="list-style-type: none"> • Led mobility pilots leveraging maker technology for active transportation & inclusive education.
	<p>INSTITUTE FOR TRANSPORTATION & DEVELOPMENT POLICY (ITDP) June - Aug '12 Analyst Ahmedabad, India</p> <ul style="list-style-type: none"> • Developed Non-Motorized Transportation plan for Rajkot City. GIS mapping & data visualization.
	<p>EAST-WEST CENTER March '07 – Sep '10 Curator on Cities Honolulu, Hawaii</p> <ul style="list-style-type: none"> • Created Mayor's Urban Asia Dialog for city leaders in 22 countries on urban planning issues.
Education	<p>MASSACHUSETTS INSTITUTE OF TECHNOLOGY Cambridge, Massachusetts Master in City Planning 2013</p>



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

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

WHEREAS, There is a vacancy on the CAC resulting from one member's term expiration in September, 2022, and

WHEREAS, At its February 14, 2023, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing one member to serve on the CAC for a period of two years; now therefore, be it

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

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

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Memorandum

AGENDA ITEM 6

DATE: January 26, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 2/14/2023 Board Meeting: Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$3,664,360 in Prop K funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. J Church Muni Forward (\$3,184,360) 2. Great Highway Signal Upgrade - Additional Funds (\$480,000) <p>Allocate \$178,791 in Prop K funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Alemany Interchange Improvement Phase 2 - Additional Funds <p>Appropriate \$50,000 in Prop K funds, with conditions, for:</p> <ol style="list-style-type: none"> 4. Decarbonizing Downtown Business Deliveries Study <p>Allocate \$179,000 in Prop AA funds to SFPW for:</p> <ol style="list-style-type: none"> 5. Innes Avenue Sidewalk Improvements <p>Allocate \$1,000,000 in Prop AA funds to SFMTA for:</p> <ol style="list-style-type: none"> 6. M Ocean View Transit Reliability and Mobility Improvements <p>Allocate \$345,143 in Prop K funds and \$2,000,000 in TNC Tax funds to SFMTA for:</p> <ol style="list-style-type: none"> 7. FY23 Vision Zero Quick-Build Program Implementation (Part 1) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

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.

FY23 Vision Zero Quick-Build Program Implementation (Part 1). We are recommending an allocation of \$345,143 in Prop K funds and \$2 million in TNC Tax funds for the SFMTA's Fiscal Year 2022/23 (FY 2022/23) quick-build program. This is the first of two requests for TNC Tax funds that we will recommend for this project. In October 2020, the Board programmed \$7,505,686 in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$5,505,686 to quick-build projects in FY 2020/21 and FY 2021/22. This recommendation would allocate the remaining \$2 million in funds programmed to this project.

TNC Tax revenues have been increasing as the City's economic recovery progresses. Based on TNC Tax revenue collections through November 30, 2022, we now have \$5,731,782 in TNC Tax revenues to program and allocate to Vision Zero capital projects. SFMTA has requested and we are supportive of using \$2,451,857 of this revenue to fully fund the remaining need for the FY23 quick-build program (Part 2 of the current request).

Meanwhile, we are coordinating with SFMTA staff on developing a recommendation for programming at least the remaining TNC TAX revenues that we have received to additional eligible projects such as the Application-Based Residential Traffic Calming Program and new and upgraded traffic signals. This process will be informed by the parallel process to program Prop L sales tax funds. In April 2023, we anticipate bringing a TNC programming action recommendation to the Board along with a concurrent allocation request for an additional \$2,451,857 in TNC Tax funds to fully fund the FY23 Vision Zero Quick-Build Program Implementation.

FINANCIAL IMPACT

The recommended action would allocate \$4,188,294 in Prop K funds and appropriate \$50,000 in Prop K funds with conditions, allocate \$1,179,000 in Prop AA funds, and allocate \$2,000,000 in TNC Tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K, Prop AA, and TNC Tax 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 this request at its January 25, 2023 meeting and unanimously adopted motions of support for the staff recommendation, voting separately on the SFMTA's FY 2022/23 quick-build program. With respect to the quick-build program, Chair Ortiz requested a historic look at project delivery for quick-builds, a look at which projects are underway or in the pipeline to proceed, and how the pace of quick-build delivery positions SFMTA to reach the Vision Zero goal of no traffic fatalities by 2024. We will work with SFMTA to present this information to the CAC and Board when we bring the aforementioned TNC Tax guidelines and programming recommendations to these bodies this spring.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K, Prop AA, and TNC Allocation Summaries - FY 2022/23
- Attachment 5 - Resolution
- Enclosure - Allocation Request Forms ([7](#))

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
								Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1	SFMTA	J Church Muni Forward	\$ 3,184,360			\$ 4,090,000	82%	22%	Design	8, 11
Prop K	33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			\$ 800,000	41%	40%	Design	4
Prop K	39	SFPW	Aleman Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			\$ 2,758,685	28%	94%	Construction	9
Prop K	43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			\$ 150,000	54%	67%	Planning	3, 5, 6
Prop AA	Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		\$ 179,000	NA	0%	Design	10
Prop AA	Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		\$ 3,460,000	NA	71%	Design	11
TNC Tax/Prop K	Quick- Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$ 2,000,000	\$ 2,345,143	NA	0%	Design, Construction	Citywide
TOTAL				\$ 4,238,294	\$ 1,179,000	\$ 2,000,000	\$ 13,782,828	30%	44%		

Footnotes

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

² Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
1	SFMTA	J Church Muni Forward	\$ 3,184,360			Funds would be used to design improvements to support transit reliability and faster travel times on the J Church corridor between Duboce Avenue and Balboa Park Station. The project scope includes various enhancements, such as transit stop placement optimization, pedestrian improvements, and other upgrades that seek to enhance safety, service efficiency, and the rider experience. The SFMTA has secured a \$20 million grant from the State Transit and Intercity Rail Capital Program to fund the construction phase of the project. Community outreach is ongoing through Spring 2023. SFMTA expects to complete the design phase by Spring 2025 and have the project open for use by Summer 2027.
33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			<p>This request is for additional funding needed to complete design for the Great Highway Signal Upgrade project which will replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street. These signals are prone to corrosion and failure due to their proximity to the ocean and wind, water and sun exposure. The project will replace all existing signal infrastructure including poles, signal heads, controllers and subsurface conduits, and install new accessible (audible) pedestrian-activated signals to improve safety for vision-impaired pedestrians. SFMTA expects to complete the design phase by December 2023. The project would be open for use by June 2025, subject to funding availability for construction.</p> <p>In 2019 the Transportation Authority allocated \$220,000 in Prop K funds for the project's design phase. Since then, the cost has increased from \$320,000 to \$800,000 due to the addition of curb ramp scope. The subject request would fund design of curb ramps in the project area that the SFPW Disability Access Coordinator has determined necessary to meet current accessibility requirements. Initial planning also did not account for the construction of curb ramps resulting from excavation necessary to replace electrical service connections to PG&E infrastructure located on the Lower Great Highway and La Playa Street.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
39	SFPW	Alemanly Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			<p>Funds would be used to implement recommendations from the Alemany Interchange Improvement Study to improve safety and accessibility along Alemany Boulevard where US 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect. Construction is underway to build a pathway for pedestrians and bicyclists, connecting San Bruno Avenue to the Alemany Farmer's Market. To date all of the civil (roadway and concrete), sewer (piping and catch basins), electrical (conduit) and structural (pole foundations) work has been completed at the Alemany westbound crossing, along with the grading and concrete work associated with the new pathway, less the curb ramps on either end. Remaining work includes the Alemany eastbound and San Bruno crossings, along with all of the traffic signal, lighting, and landscaping scopes project wide. The project is expected be open for use by Spring 2023.</p> <p>This request would cover a portion of the \$237,000 cost increase on the project, which is due to several factors. The project team identified additional costs for improving traffic signals and pedestrian lighting that were not identified in the conceptual and early stages of design. In addition, the project team initially anticipated \$100,000 in savings from the design and environmental phases, however much of that savings was depleted because of an extended design phase due to coordination on required design changes with Caltrans (a portion of the project limits are within Caltrans ROW). Construction soft costs also increased due to delays in Caltrans issuing the encroachment permit and subsequent amendments to delegated maintenance agreement.</p>
43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			<p>This request will fund the convening of a community led working group of local businesses in downtown Equity Priority Communities to consider zero emission delivery strategies. The study originates with two of the strategies recommended in the City's 2021 Climate Action Plan and the San Francisco Transportation Plan 2050 to reduce emissions from goods movement, and to consider congestion pricing to reduce vehicle miles traveled. This request would provide funding to augment a grant from the Carbon Neutral Cities Alliance awarded to SFCTA in Summer 2022. The study includes ongoing involvement from SFMTA and Department of Environment including development of the implementation plan and working group meetings. Upon completion, expected by Spring 2024, staff will present the final plan to the Board for approval.</p>
Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		<p>This request will fund the design of pedestrian safety and accessibility along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include construction of 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. Design is expected to be complete by Fall 2023, and the project is anticipated to be open for use by Fall 2025.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		Requested funds will be used to design improvements that support transit reliability and faster travel times on the M Ocean View corridor between Junipero Serra/19th Ave and Balboa Park Station. The project scope includes various enhancements throughout the corridor, such as transit stop placement optimization, traffic signals, pedestrian improvements, and other upgrades that seek to enhance safety, service efficiency, and the rider experience. The SFMTA has secured a \$20 million grant from the State Transit and Intercity Rail Capital Program to fund the construction phase of the project. Community outreach is ongoing through Spring 2023. SFMTA anticipates completing the design phase by Spring 2025 and the project would be open for use by Summer 2027.
Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$ 2,000,000	<p>The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more. The Prop K and \$2 million in TNC Tax funds requested for Part 1 would fully fund design and partially fund the construction phase for 8 corridors listed in the allocation request form, to-be-identified spot improvements, program management, program evaluation, and outreach. SFMTA plans to finish design by Spring 2025 and start construction in 2023 at various locations across the city, with all improvements open for use by Fall 2025, subject to funding availability.</p> <p>SFMTA has divided this project into two parts to allow design work to begin quickly while we work with SFMTA on developing a programming recommendation for the TNC tax program now that collections are increasing and we have a small, but growing cash balance of ~\$5.7 million. The \$2 million in TNC Tax funds requested for Part 1 are programmed for the Vision Zero Quick Build Program.</p>
TOTAL			\$4,238,294	\$1,179,000	\$2,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
1	SFMTA	J Church Muni Forward	\$ 3,184,360			5YPP Amendment: Funding this request requires a concurrent amendment to the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP to reprogram \$3,184,360 from Muni Forward Placeholder to the subject project. See enclosed 5YPP amendment for details.
33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			5YPP Amendment: Funding this request requires a concurrent amendment to the Signals and Signs 5YPP to reprogram \$480,000 from the construction phase of the Great Highway Signal Upgrade project to the design phase. See enclosed 5YPP amendment for details.
39	SFPW	Alemany Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			5YPP Amendment: Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$178,791 from Grove Street/Civic Center Improvements to the subject project. The Grove Street project was supposed to follow the completion of the Civic Center Public Realm Plan from SF Planning, however, that plan has not been completed so these funds are not needed at this time. See enclosed 5YPP amendment for details.
43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			5YPP Amendment: Funding this request requires a concurrent amendment to the Transportation Demand Management 5YPP to reprogram \$40,000 from deobligated funds and \$10,000 from TSP Evaluation Tool to the subject project. This amendment would reduce TSP Evaluation Tool funds. SFCTA does not plan to request these funds at this time. See enclosed 5YPP amendment for details.
Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		

Attachment 3: Staff Recommendations¹

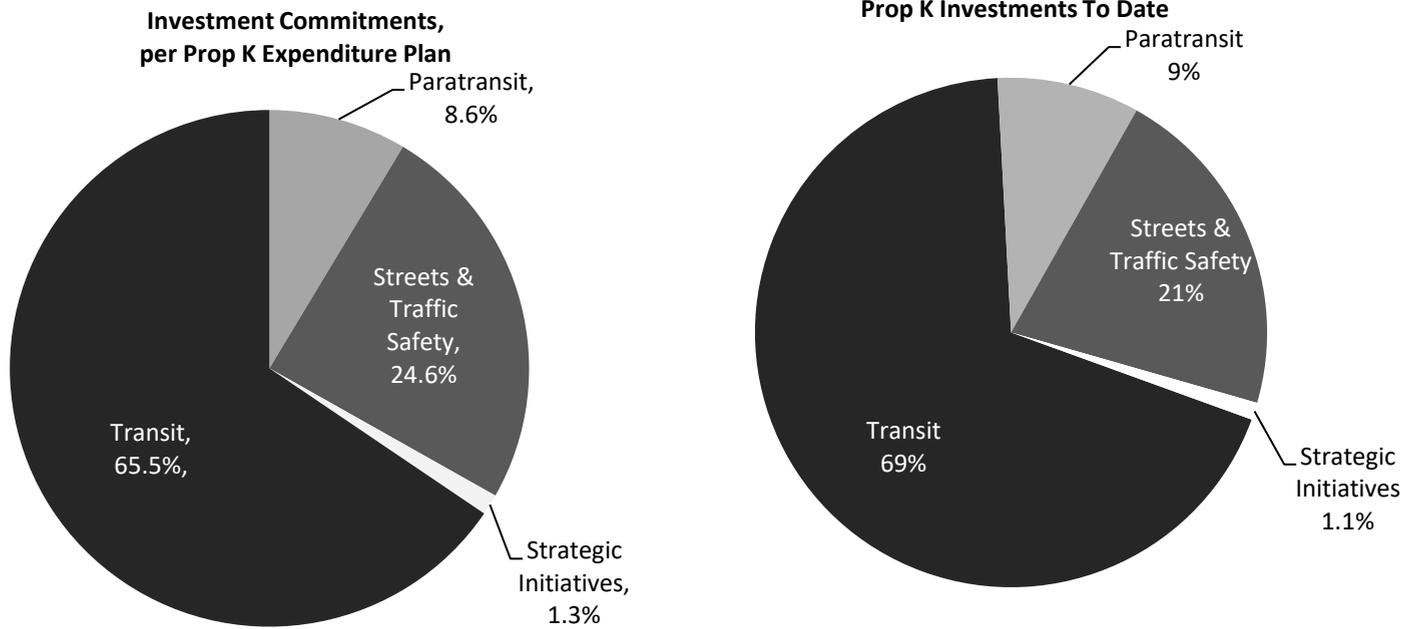
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		
Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$2,000,000	<p>Note: This is the first of two requests for TNC Tax funds for the SFMTA's FY23 quick-build program. In October 2020, the Board programmed \$7,505,686 in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$5,505,686 to quick-build projects. This recommendation would allocate the remaining \$2 million in funds programmed for Vision Zero Quick-Builds. In April 2023, as part of a larger TNC Tax programming request, we plan to bring a recommendation to the Board to program and allocate an additional \$2,451,857 in TNC Tax funds to fully fund the construction phase for the quick-build scope of work in the enclosed Allocation Request Form.</p>
TOTAL			\$ 4,238,294	\$ 1,179,000	\$ 2,000,000	

¹ See Attachment 1 for footnotes.

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

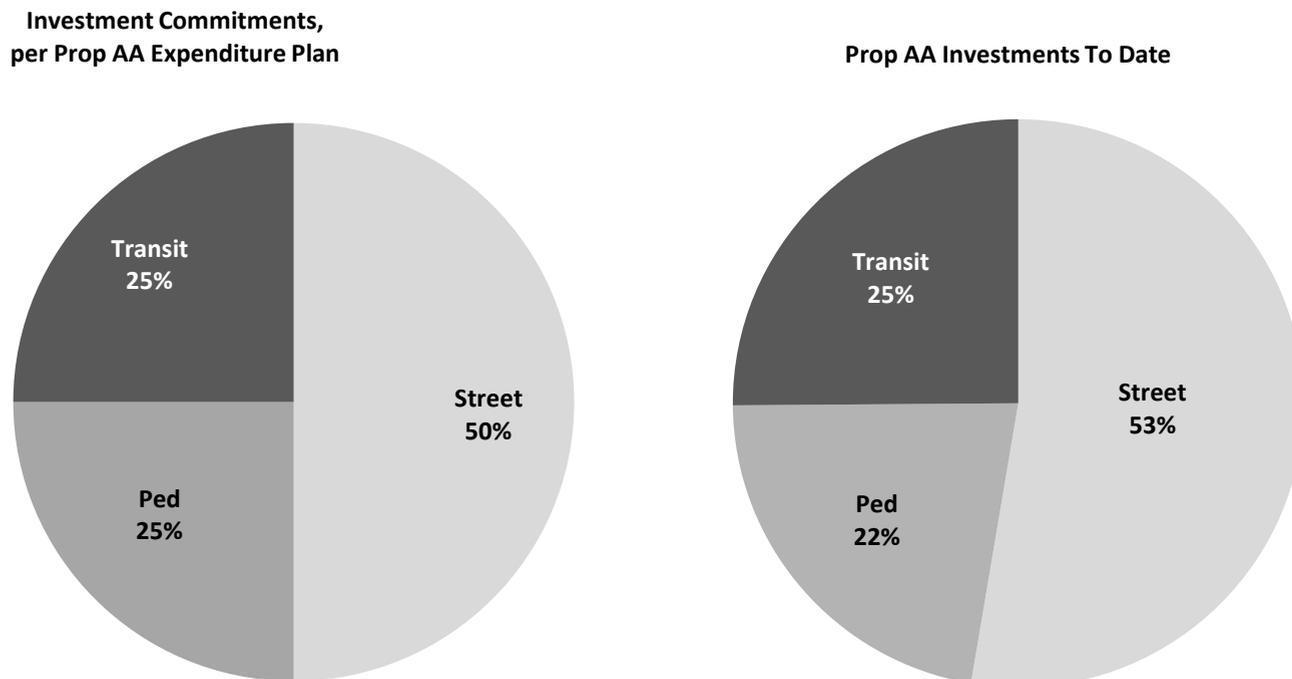
PROP K SALES TAX					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 57,977,476	\$ 17,832,265	\$ 15,678,889	\$ 22,649,601	\$ 1,816,721
Current Request(s)	\$ 4,238,294	\$ 290,791	\$ 2,018,000	\$ 1,929,503	\$ -
New Total Allocations	\$ 62,215,770	\$ 18,123,056	\$ 17,696,889	\$ 24,579,104	\$ 1,816,721

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



PROP AA VEHICLE REGISTRATION FEE					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 1,324,000	\$ -	\$ 162,000	\$ 662,000	\$ 500,000
Current Request(s)	\$ 1,179,000	\$ 94,750	\$ 484,250	\$ 350,000	\$ 250,000
New Total Allocations	\$ 2,503,000	\$ 94,750	\$ 646,250	\$ 1,012,000	\$ 750,000

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



Attachment 4.
Prop K Allocation Summary - FY2022/23

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -
New Total Allocations	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -

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



RESOLUTION ALLOCATING \$4,188,294 AND APPROPRIATING \$50,000 IN PROP K SALES TAX FUNDS, WITH CONDITIONS; ALLOCATING \$1,179,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS; AND ALLOCATING \$2,000,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS FOR SEVEN REQUESTS

WHEREAS, The Transportation Authority received seven requests for a total of \$4,188,294 in Prop K local transportation sales tax funds, \$1,179,000 in Prop AA vehicle registration fee funds, and \$2,000,000 in Traffic Congestion Mitigation Tax or TNC Tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network, Signals and Signs, Bicycle Circulation and Safety, and Transportation Demand Management; and from the Pedestrian Safety and Transit Reliability and Mobility Improvements categories of the Prop AA Expenditure Plan; and from the Quick-Builds category of the TNC Tax Program Guidelines; 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 seven requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The SFMTA's request for the J Church Muni Forward requires amendment of the Prop K Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's request for the Great Highway Signal Upgrade - Additional Funds requires amendment of the Prop K Signals and Signs 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The SFPW's request for the Alemany Interchange Improvement Phase 2 - Additional Funds requires amendment of the Prop K Bicycle Circulation and Safety 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The Transportation Authority's request for the Decarbonizing Downtown Business Deliveries Study requires amendment of the Prop K Transportation Demand



Management 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The Transportation Authority previously has approved programming of \$2,000,000 TNC Tax funds for the FY23 Vision Zero Quick-Build Program (Part 1); and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$4,188,294 in Prop K local transportation sales tax funds, \$1,179,000 in Prop AA funds, and \$2,000,000 in TNC Tax funds, with conditions, for seven projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K, Prop AA, and TNC Tax 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 January 25, 2022 meeting, the Community Advisory Committee (CAC) was briefed on the subject request and unanimously adopted motions of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network, Signals and Signs, Bicycle Circulation and Safety and Transportation Demand Management 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$4,188,294 and appropriates \$50,000 in Prop K funds, \$1,179,000 in Prop AA funds, and \$2,000,000 in TNC Tax funds, with conditions, for seven 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, TNC Tax Program Guidelines, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the



Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

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

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

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K/Prop AA/TNC Allocation Summaries - FY 2022/23

Enclosure

1. Prop K/Prop AA/TNC Allocation Request Forms (7)



Memorandum

AGENDA ITEM 7

DATE: January 26, 2023
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 2/14/2022 Board Meeting: Adopt Fiscal Year 2023/24 Transportation Fund for Clean Air Local Expenditure Criteria

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Fiscal Year (FY) 2023/24 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria</p> <p>SUMMARY</p> <p>The TFCA program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions. As the County Program Manager for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria to guide how projects will be prioritized for San Francisco’s share of TFCA funds. Our proposed FY 2023/24 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District’s TFCA policies for FY 2023/24. The criteria establish a prioritization methodology for applicant projects, based on project type, emission reduction benefits, program diversity, project readiness, and sponsor’s project delivery track record. Additional criteria give higher priority to projects that benefit Equity Priority Communities, demonstrate community support, and, for applicants that are not public agencies, include commensurate non-public investments. Following Board approval of the criteria, we will issue the FY 2023/24 call for projects for approximately \$850,000.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and greenhouse gas emission reduction goals. The Air District awards sixty percent of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e., bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated County Program Managers, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects. Each year the Air District adopts the County Program Manager Fund Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the County Program Manager Fund. The latest guidance document (enclosed) includes policy changes, such as increasing the cost-effectiveness eligibility limit (e.g. making it easier to qualify) for Existing First- and Last-Mile Connections, clarifying that that all project types must complete environmental review/approval requirements if applicable, and removing the Arterial Management project category to promote projects that have lengthier emission reduction benefits. Telecommuting Demonstration Projects are also included as a new project type, which includes costs such as remote work training and telework project management tools.

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

DISCUSSION

Our proposed FY 2023/24 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies for FY 2023/24. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund most, if not all, of the projects that satisfy TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA County Program Manager Fund Guidance. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

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



- Project type (e.g., highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g., ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Community Support
- Benefits Equity Priority Communities
- Investment from Non-Public Project Sponsors or Partners, if applicable
- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects).

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

Next Steps. Following Board approval of the Local Expenditure Criteria, we will release the TFCA call for projects, anticipated by March 3, 2023. After reviewing and evaluating project applications, we anticipate presenting a recommended TFCA FY 2023/24 program of projects to the Community Advisory Committee in May and the Board in June 2023 for approval. Attachment 2 details the proposed schedule for the FY 2023/2024 TFCA call for projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2022/23 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program approximately \$850,000 in local TFCA funds to eligible San Francisco projects and to receive about \$45,000 for ongoing administration of the TFCA program. These funds will be incorporated into the FY 2023/24 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

CAC POSITION

The CAC considered this item at its January 25, 2023 meeting and unanimously adopted a motion of support for its approval.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Draft FY 2023/24 TFCA Local Expenditure Criteria
- Attachment 2 – Draft Schedule for FY 2023/24 TFCA Call for Projects
- Attachment 3 – San Francisco Equity Priority Communities 2021 Map



- Attachment 4 – Resolution
- Enclosure – County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2024

Attachment 1

Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA)

DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2023/24 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2024. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

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

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2023/24 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

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

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

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2023/24 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2023, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

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

1. Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;

- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

2. Cost Effectiveness of Emissions Reduced– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NOx, PM, and CO₂ emissions. However, the Air District’s calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco’s 2021 *Climate Action Plan*.

3. Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2024 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

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

5. Benefits Equity Priority Communities – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map in Attachment 3) or can demonstrate benefits to disadvantaged populations.

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

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

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

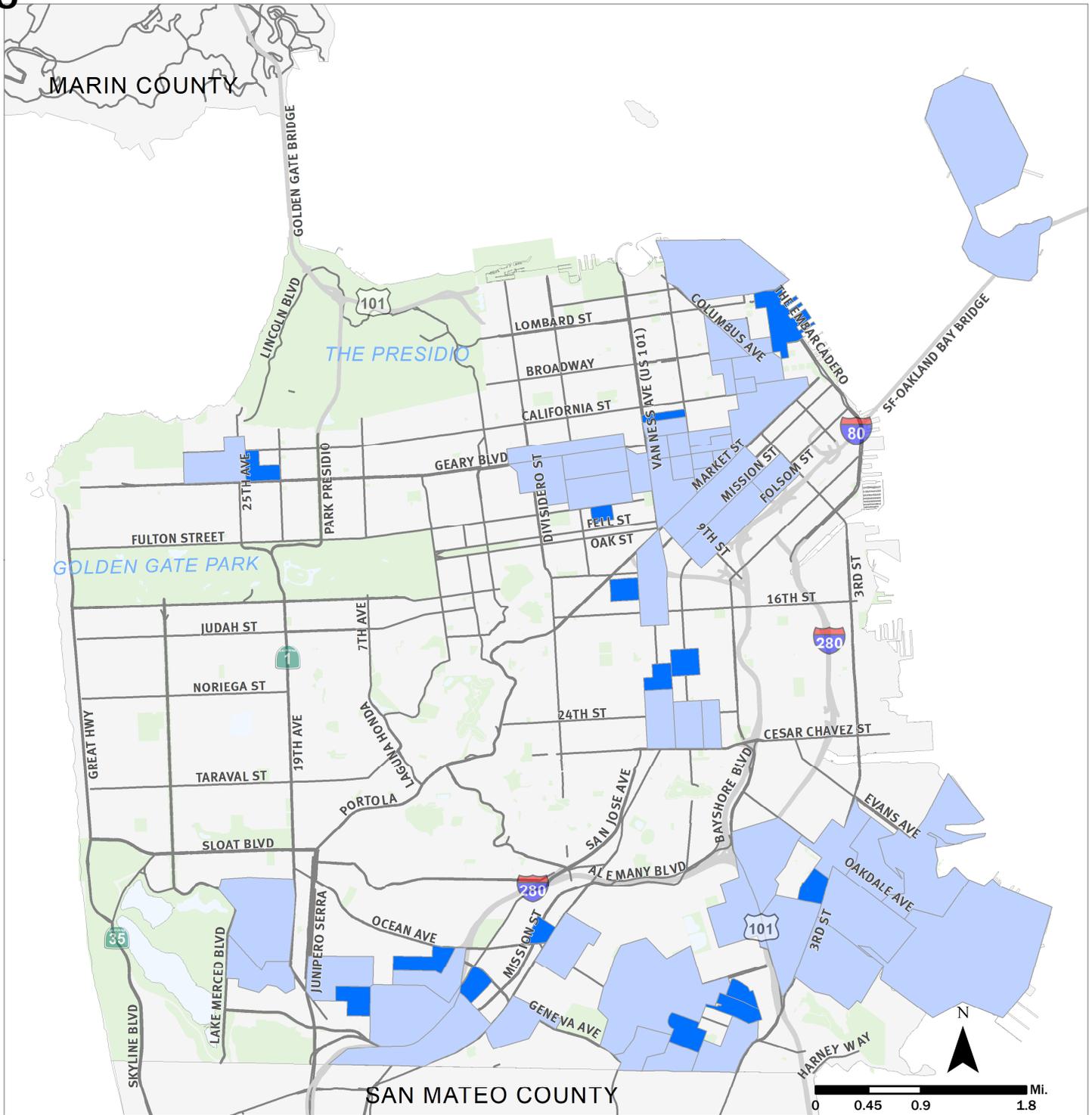
8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority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

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2023/24 Transportation Fund for Clean Air

Draft Schedule for Fiscal Year 2023/24 TFCA Call for Projects*

Wednesday, January 25, 2023	Community Advisory Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 14, 2023	Transportation Authority Board Meeting – PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 28, 2023	Transportation Authority Board Meeting – FINAL ACTION Local Expenditure Criteria
By Friday, March 3, 2023	Transportation Authority Issues TFCA Call for Projects
Friday, April 21, 2023	TFCA Applications Due to the Transportation Authority
Wednesday, May 24, 2023	Community Advisory Committee Meeting – ACTION TFCA staff recommendations
Tuesday, June 13, 2023	Transportation Authority Board Meeting - PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 27, 2023	Transportation Authority Board Meeting – FINAL ACTION TFCA staff recommendations
Sept 2023 (estimated)	Funds expected to be available to project sponsors

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



San Francisco Equity Priority Communities 2021

<https://www.sfcta.org/policies/equity-priority-communities>

- MTC 2021 Equity Priority Communities
- SFCTA 2021 supplemental Equity Priority Communities boundaries*
- Parks and Open Space

*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Community definition and contiguous with MTC identified census tracts are included.





RESOLUTION ADOPTING THE FISCAL YEAR 2023/24 TRANSPORTATION FUND FOR CLEAN AIR LOCAL EXPENDITURE CRITERIA

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

WHEREAS, The Transportation Authority is the designated Program Manager for the TFCA Program; and

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

WHEREAS, Drawing on the agency's past experience as the Program Manager for TFCA the Transportation Authority staff developed the attached draft Fiscal Year 2023/24 TFCA Local Expenditure Criteria; and

WHEREAS, At its January 25, 2023 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Fiscal Year 2023/24 TFCA Local Expenditure Criteria; and be it further

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

Attachments:

- Attachment 1 -TFCA FY 2023/24 Local Expenditure Criteria
- Attachment 2 - 2021 San Francisco Equity Priority Communities Map

Enclosure:

- County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2024

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Memorandum

AGENDA ITEM 8

DATE: January 26, 2023
TO: Transportation Authority Board
FROM: Maria Lombardo – Chief Deputy Director
SUBJECT: 2/14/23 Board Meeting: Approval of the 2023 State and Federal Legislative Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2023 State and Federal Legislative Program</p> <p>SUMMARY</p> <p>Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2023 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners. It focuses on securing transportation funding, in particular to address the upcoming transit fiscal cliff. Other areas of focus include advancing San Francisco’s priority projects, engaging in the regulation of new transportation technologies, and expanding innovative programs to support the city’s equity, mobility, climate, and Vision Zero goals.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input 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

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and our legislative advocacy consultants in Sacramento and Washington, DC, will use this program to plan strategy and communicate positions to the city’s legislative delegations in addition to other transportation agencies and advocates, as well as to develop recommended to bring to the Board, as appropriate.

The proposed 2023 State and Federal Legislative Program reflects key principles gathered from our common positions with the San Francisco Municipal Transportation Agency (SFMTA), the Mayor’s Office, other city agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our



understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority and developing recommendations for positions as appropriate.

DISCUSSION

Our 2023 State and Federal Legislative Program continues many themes from prior years and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. Highlights are below.

State Advocacy.

Transportation Funding. One of the biggest efforts we will be undertaking in 2023, in partnership with SFMTA, Caltrain, BART, and MTC, will be to seek ongoing, multi-year funding for transit operations to address the looming fiscal cliff facing many transit agencies once federal COVID relief funds are expended. A challenge in any year, it will be an even greater one in 2023 due to the recent forecast of a \$22.5 billion deficit in the Fiscal Year (FY) 2023/24 state budget. One of the strategies the Governor has proposed to address the deficit is to withdraw some of the transportation funding commitments made as part of the FY 2022/23 budget. From the \$10.8 billion committed last year to transportation, he has proposed eliminating \$2 billion from the Transit and Intercity Rail Capital Program (TIRCP), \$200 million from the Active Transportation Program, and \$350 million from the Rail Grade Crossings program.

Another key component of our legislative advocacy will be to reverse these proposed cuts, in particular those to the TIRCP program. Maintaining or increasing the amount of TIRCP available is critical to help close the funding gaps for the Caltrain Electrification and BART Core Capacity projects as well as advance other priorities like the Downtown Rail Extension (Portal) and SFMTA Core Capacity projects. One potential solution we will explore to increase the availability of multi-year TIRCP funding commitments will be to extend the cap-and-trade program past its 2030 expiration date. Unfortunately, we have heard there is little appetite to pursue this effort in 2023. We will also be advocating for the California High Speed Rail Authority (CaHSRA) to collaborate with us and the Transbay Joint Powers Authority to identify state and federal funding opportunities for CaHSRA's prior commitment of \$550 million to the Downtown Rail Extension project. Securing multi-year TIRCP and/or CaHSRA funding commitments is critical for the project to meet near-term deadlines that, if met, would secure billions in federal funding for the project.

Finally, as the state continues to make decisions about how to distribute the formula funding it received through the Infrastructure Investment and Jobs Act (IIJA), we will continue to participate in various ongoing working groups, led by the California State Transportation Agency (CalSTA). These groups advise on development of policies such as the share of funding split between the state and priorities for funding



within each category (e.g. for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) climate adaptation grant program).

Bay Area Transit Coordination and Regional Revenue Measure. In 2022, MTC began implementing the region's Transit Transformation Action Plan, which identified goals to improve the connectivity and customer-facing features of Bay Area transit and actions for the region to pursue in the near-term. MTC will also soon adopt a structure for future regional transit network management. We will continue to engage with our partner agencies and local and regional stakeholders to provide input into any legislation stemming from these efforts.

The region is also kicking off early stakeholder engagement on a potential future regional revenue measure for transportation. MTC may seek legislation to authorize a future ballot measure, but at this time we do not anticipate a measure being placed on the ballot until after November 2024. As the region explores a possible measure beyond that time frame, we will advocate for it to support San Francisco's priorities such as BART and Muni Core Capacity Programs, transit state of good repair, as well as other key projects such as the Downtown Rail Extension (Portal).

Climate Goals. In 2021, CalSTA approved the state's Climate Action Plan for Transportation Infrastructure (CAPTI), which established a state direction for reducing greenhouse gas emissions from the transportation sector. Several CAPTI-related bills advanced in the last legislative session that would have removed local and regional authority over a number of different planning and funding activities, and similar bills have already been introduced this year. We will continue to advocate for the adjustment of state transportation investment strategies to better align with CAPTI while maintaining flexibility for local and regional jurisdictions to implement context sensitive greenhouse gas reduction strategies and retaining oversight of locally generated and state formula funding.

We will also work to support legislation that advances San Francisco's Hazards and Climate Resilience Plan and Climate Action Plan. This includes supporting SFMTA's and other transit operators' efforts to secure state and federal support as they work to transition their fleets to clean vehicles, consistent with the state's Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emissions by 2040.

Vision Zero. This year we will continue to work with the SFMTA and other city agencies to advance San Francisco's Vision Zero goals. Building on 2020's findings from the state's Zero Fatalities Task Force, we will support efforts that advance roadway safety, potentially including the authorization of speed safety cameras. We will also support efforts to sustain or increase local authorization to set speed limits.

Emerging Mobility and Innovative Strategies. With respect to new transportation technology and innovative strategies, such as Transportation Network Companies (TNC) and autonomous vehicles, we will continue to advocate for policies that balance their benefits and impacts; ensure safety, equity, and accessibility; and secure local access to data to support local planning and regulation, where appropriate. We will also continue to seek authorization for additional local regulation of certain aspects of emerging mobility, where appropriate, and advocate for updated state regulations and traffic codes to address issues related to the deployment of autonomous vehicle services.



Federal Advocacy.

Transportation Funding and Appropriations. The 2021 approval of IIJA included a five-year reauthorization of the federal transportation bill at around a 50% higher level than prior bills. In 2023 our focus will continue to be on securing transportation appropriations at or exceeding the authorized levels, ensuring outstanding commitments are met (such the final Federal Transit Administration Capital Investment Grant (CIG) appropriations for the Caltrain Electrification project), and positioning priority projects for major future grant appropriations (e.g. the Downtown Rail Extension (Portal), which is seeking to enter the CIG program this year). We also anticipate submitting projects for consideration through any annual earmark distribution process.

Emerging Mobility and Technology. The federal government will likely continue to establish its role in regulating and funding emerging mobility and technologies, including autonomous vehicles and mobility on demand (e.g. TNCs, private transit shuttles, and shared scooter and bike services). In 2023, we anticipate an effort to advance national autonomous vehicle policy and regulatory frameworks. In our engagement, we will advocate for a strong local role in their testing, deployment, and regulation. We will advocate that those regulations set clear goals; perform data-driven research to evaluate the public benefits and impacts of these services; maintain or increase local and state regulatory roles; and mandate access to critical data for local and regional governments to ensure their safety, equity, and accessibility.

CAC POSITION

The CAC considered this item at its January 25, 2023 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACT

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft 2023 State and Federal Legislative Program

Attachment 2 - Resolution

Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

STATE		
Area	Goal	Strategy
1. Funding	a. Secure new revenue and financing measures for transportation	<ul style="list-style-type: none"> • With regional and state partners, seek a new, ongoing, multi-year source of supplemental funding to address transit operators’ pending fiscal cliffs (operating shortfalls) due to the COVID-19 pandemic and slower-than-expected ridership increases. Funding could also be used to support efforts to attract riders back to transit. • Monitor and potentially support efforts to establish other new state or regional transportation revenue mechanisms or to otherwise raise additional dedicated revenue to address ongoing funding shortfalls for transportation capital projects, including for transit state of good repair. • Monitor discussions on a new windfall profit tax on the state’s oil companies, as proposed by Governor Newsom, and seek utilization of a portion of funding to transportation expenditures (e.g., transit operations to address the upcoming fiscal cliff). • Monitor and advocate for San Francisco interests in the state implementation of federal Infrastructure Investment and Jobs Act (IIJA) funding programs, including participation in California State Transportation Agency (CalSTA) working groups and in the development of grant guidelines (e.g. for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program focused on climate adaptation). • Partner with MTC, local agencies, and other stakeholders to advance San Francisco’s priorities in the development of legislation to authorize the placement of a regional transportation funding measure on a future ballot. • Seek cost recovery fees for addressing new mobility (e.g. Transportation Network Companies (TNC) and autonomous vehicles) regulatory and policy activities in state rulemakings and hearings.

Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

	b. Protect transportation funding	<ul style="list-style-type: none"> • Advocate for General Fund investments at levels consistent with commitments in the \$10.8 billion multi-year, multimodal transportation package that was approved in the Fiscal Year (FY) 2022/23 state budget. • Advocate against the elimination or redirection of other funds dedicated to transportation (e.g., express lane revenue).
	c. Secure cap-and-trade revenues for transportation	<ul style="list-style-type: none"> • Extend the state cap-and-trade program past 2030 to, among other things, increase the availability of funding for the Transit and Intercity Rail Capital Program (TIRCP) and other programs funded with this revenue source. • Maintain cap and trade funding for current transportation programs (e.g., transit operations, electric vehicle (EV) buses and infrastructure, transit expansion such as the Downtown Rail Extension (Portal)) and seek discretionary grants for San Francisco priorities.
	d. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> • Support transit agencies' efforts to secure statutory relief with respect to transit formula funding, including reforming the Transportation Development Act (TDA) transit formula calculations and, until that occurs, continuing to use pre-COVID data inputs. • Support efforts to delegate decision-making over the state's IJIA formula funds to local and regional transportation agencies, e.g., for the PROTECT climate adaptation program. • Advocate to use factors in formula distribution calculations that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage. • Advocate to modify the state definition of disadvantaged communities to better align with MTC's Equity Priority Communities.

Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

	e. Improve implementation of state grant programs (e.g., cap-and-trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> • Advocate for grant application and allocation processes that are clear, streamlined, and flexible. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding.
	f. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> • Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation and affordable housing projects from 66.67% to 55% or a simple majority.
2. Policy Initiatives	a. Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Advocate to implement recommendations from the state Zero Traffic Fatalities Task Force, including the authorization of automated enforcement and speed safety cameras. • Support efforts to improve safety for all road users, including supporting bills that advance complete streets, local speed limit setting, and best practices in safe roadway design. • Advocate for the California Public Utilities Commission (CPUC) and the Department of Motor Vehicles (DMV) to provide timely reporting and due diligence in regulatory requirements for autonomous vehicle passenger service permits.
	b. Support the Treasure Island Mobility Management Agency's (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> • Seek funding and update authorizing legislation, as needed, for implementation of the Treasure Island Transportation Improvement Program, including tolling infrastructure and operations, integrated payment (tolling and multi-operator transit pass systems), transportation equity and affordability programs, bike and car share initiatives, and autonomous shuttle pilot.

Attachment 1

San Francisco County Transportation Authority
 Draft 2023 State and Federal Legislative Program

	<p>c. Improve reliability and efficiency of San Francisco’s roadway network, transit network, and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> • Consider supporting new legislation that promotes innovative TDM strategies such as authorizing area-wide congestion pricing pilot programs as recommended in the city’s Vision Zero Action Strategy and Climate Action Plan (2021). • Continue to monitor and, as appropriate, provide input into the next phase of the California Road Charge Pilot Program, the State Road Pricing Working Group, and other working groups regarding roadway pricing strategies. • Support efforts to prioritize and speed up transit, such as authorizing a pilot program for bus-on-shoulder freeway operations and High Occupancy Toll lanes on local roads on the state highway system. • Support MTC’s efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.
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Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

	<p>d. Ensure the implementation of emerging mobility innovations (e.g. Transportation Network Companies (TNCs), scooters, autonomous vehicles) is consistent with new mobility principles</p>	<ul style="list-style-type: none"> • Continue efforts to ensure emerging mobility is regulated and deployed in a way that balances benefits and impacts and ensures safety, equity, and accessibility. Ensure local authority is preserved as it relates to San Francisco’s local pilot and permit programs. • Advocate for updated state regulations and state traffic codes, as appropriate, to ensure the safety, operational efficiency, and effective deployment of autonomous vehicle services. • Seek authorization for additional local regulation of certain aspects of emerging mobility, where appropriate (e.g., operational standards, local mitigation fees). Seek delegated authority to perform evaluation and oversight of emerging mobility, which could include a local agency role as a subcontractor. • Advocate to require emerging mobility providers to provide access to critical data for local and regional governments for planning and monitoring purposes as well as integrate these into CPUC/DMV autonomous vehicle permit application and approval processes. • Continue to support efforts to develop and implement requirements for TNCs’ greenhouse gas emissions and accessibility (e.g. The California Air Resources Board’s Clean Mile Standard and the CPUC’s TNC Access for All initiatives).
	<p>e. Advance the adoption and integration of EVs in a manner consistent with other city priorities</p>	<ul style="list-style-type: none"> • Advocate for EV legislation to be equitable and consistent with San Francisco’s other mobility policies (e.g. transit-first) and that addresses some of the unique challenges facing San Francisco’s deployment of EV infrastructure (e.g. installing EV chargers in multi-family dwellings). • Support funding opportunities for EV infrastructure planning, promotion, and deployment. This includes expanding eligibility of existing or new state funds to help transit operators meet the state’s Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emission by 2040.

Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

	<p>f. Advance legislative actions in support of other city policy goals</p>	<ul style="list-style-type: none"> • Support efforts to advance a more affordable, seamless public transit system in the Bay Area with integrated and/or discounted transit fares to benefit both low-income transit riders and attract new riders to the system, provided a sustainable fund source is identified, informed by the regional Transit Transformation Action Plan. • Work with state and local partners to advance the implementation of the CalSTA's Climate Action Plan for Transportation Infrastructure (CAPTI) that seeks to align state investments with policies to reduce greenhouse gas emissions and to provide clean transportation options. This includes ensuring that any new state policies do not unduly restrict the ability of local jurisdictions to implement county-specific greenhouse gas emission (GHG) and vehicle miles traveled (VMT) reduction strategies, do not limit a local or regional jurisdiction from implementing voter-approved transportation expenditure plans, and ensures that the state meets any outstanding commitments to projects. • Support funding programs and policies that support San Francisco's Hazards and Climate Resilience Plan and Climate Action Plan. This includes engaging in any legislative effort to consolidate engagement in these areas across state agencies or to guide state expenditure on climate resiliency and adaptation projects. • With other County Transportation Agencies (CTAs), work to modernize Congestion Management Program regulations to support key policies and reinforce CTAs' role in state, regional, and local transportation planning, congestion management and funding.
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Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

<p>3. High-Speed Rail (HSR)</p>	<p>a. Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> • Work with partner agencies to advance the HSR project, oppose redirection of existing funds, and advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities. • Advocate for the California High Speed Rail Authority to prioritize funding or to collaborate with the Transbay Joint Powers Authority (TJPA) on federal and state funding opportunities for its commitment of \$550 million to the Downtown Rail Extension/Portal.
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Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

FEDERAL		
Area	Goal	Strategy
1. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Advocate for the approval of federal transportation spending at the higher levels authorized in the Bipartisan Infrastructure Law, including robust funding for the Federal Transit Administration’s Capital Investment Grant program (i.e. New Starts, Small Starts, and Core Capacity programs). • Secure directed funding (i.e. earmarks) for San Francisco’s priority transportation projects. • Advocate for the programming of funding from the Inflation Reduction Act to transportation-related projects and programs, such as funding designated for low-emission transportation technologies. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit. • Support the study and piloting of grant programs for innovative approaches to transportation challenges such as congestion management, implementing public transit affordability programs, technology demonstrations, and alternative project delivery methods. • Support state and regional partners in efforts to prevent transit funding from being withheld due to the U.S. Department of Labor’s recent interpretation of a 2010 state pension law known as PEPRA.
	b. Secure additional COVID relief funding for transportation, particularly for transit operations	<ul style="list-style-type: none"> • Advocate for additional COVID relief funding for transit operators to sustain services that are critical to economic recovery and disproportionately provide mobility for low income, minority, and transit dependent persons. • Support federal funding to address the impacts of the COVID-19 pandemic on state, regional, and local governments, help backfill lost transportation revenues, and support recovery (e.g., job retention and creation).

Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

	<p>c. Secure federal approvals for San Francisco’s Capital Investment Grant program priorities</p>	<ul style="list-style-type: none"> • Advocate that Congress approves annual Core Capacity appropriations consistent with the Full Funding Grant Agreement for the Caltrain Electrification project and support the TJPA’s anticipated Capital Investment Grant (CIG)/New Starts funding application for the Downtown Rail Extension(Portal) project. • Work with local and regional partners to position San Francisco’s priority projects for these and other competitive federal funding programs, including the Muni Core Capacity Program, the Downtown Rail Extension(Portal), and additional Caltrain railcars. • Seek additional CIG program funding to assist with the current funding gaps for the BART Core Capacity project.
<p>2. Transportation Policy Initiatives</p>	<p>a. Advance autonomous vehicle regulations that improve safety and facilitate local evaluation of their performance</p>	<ul style="list-style-type: none"> • Advocate for a strong local role in federal efforts to develop a policy framework for autonomous vehicle testing, deployment, and regulation. • Participate in public-private forums to develop a national autonomous vehicle framework that ensures safe, efficient, and effective deployment of autonomous vehicle services. • Partner with state and local governments to advocate for evidence-based regulations that preserve the ability of jurisdictions to appropriately oversee their safe operation and ensure the availability of collected data.
	<p>b. Address the impacts of shared mobility services (e.g. TNCs, private transit shuttles, scooters) and ensure their safety, equity and accessibility</p>	<ul style="list-style-type: none"> • Contribute to the development of legislation and funding programs that balance their benefits and impacts, provide for state and local regulation, and secure access to critical data. • Support new federal funding for pilot projects that include a robust analysis of outcomes to inform future investment and regulation.

Attachment 1

San Francisco County Transportation Authority
Draft 2023 State and Federal Legislative Program

	c. Advance regulatory actions in support of other city and regional policy goals	<ul style="list-style-type: none"> • Support equitable policies to achieve greenhouse gas emissions reduction goals and to shift travel to affordable low-carbon modes, consistent with San Francisco’s Climate Action Plan. • Monitor other potential regulation activities (e.g. mobile applications, privacy protection) that would impact San Francisco’s range of transportation services. • Support policies and programs that advance San Francisco’s climate adaptation and resiliency priorities, such as the Embarcadero Seawall.
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STATE AND FEDERAL (Project Delivery and Administration)		
Area	Goal	Strategy
1. Project Delivery	a. Expand use of innovative strategies for efficient delivery of transportation infrastructure	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and improve implementation of transportation infrastructure projects. • Advocate for retention and expansion of innovative financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility. • Support efforts to increase the efficiency of Caltrans and the Federal Highway Administration in reviewing and approving project documents and permits.
2. General Administration	a. Ensure efficient and effective Transportation Authority and TIMMA operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative requirements. • Oppose legislation and regulations that constrain the Transportation Authority’s and TIMMA’s ability to efficiently and effectively contract for goods and services and conduct business. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.



RESOLUTION APPROVING THE 2023 STATE AND FEDERAL LEGISLATION PROGRAM

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

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

WHEREAS, The attached 2023 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, County Transportation Agencies, and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City of San Francisco, and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its January 25, 2022 meeting, the Community Advisory Committee was briefed on the proposed 2023 State and Federal Legislative Program and unanimously adopted a motion of support for its adoption; now, therefore be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2023 State and Federal Legislative Program; and be it further

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

Attachment:

1. 2023 State and Federal Legislative Program

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San Francisco County Transportation Authority
Agenda Item 9

State Legislation – February 2023

(Updated February 1, 2023)

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

Staff is recommending a new support position on Assembly Constitutional Amendment (ACA) 1 (Aguiar-Curry) as show in **Table 1**. Staff has also added Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman) and AB 251 (Ward) to the watch list.

Table 1. Recommended New Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 6 Friedman D	<p>Transportation planning.</p> <p>Current law requires regional transportation agencies, such as the Metropolitan Transportation Commission (MTC) for the Bay Area, to prepare and adopt regional transportation plans and sustainable communities strategies. These plans are meant to achieve a coordinated and balanced regional transportation system that is forecasted to meet greenhouse gas emission reduction targets established by the State Air Resources Board. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p> <p>We fully support MTC using Plan Bay Area 2050, the region’s latest sustainable communities strategy, to guide investment, and it shares many common goals with the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). However, in addition to greenhouse gas emission goals, Plan Bay Area 2050 also takes into consideration myriad other important goals for the region’s transportation system, such as safety, equity, and resiliency. We believe MTC should maintain the flexibility to consider a project’s performance across the plan’s goals, recognizing that a project may advance one or more non-climate goals while not necessarily reducing greenhouse gas emissions.</p> <p>Further, we are very concerned by the author’s proposal to mandate that regional transportation agencies prioritize projects to be funded with local sales tax measures such as Prop K and Prop L. Voters approve expenditure plans for these self help measures, as well as identify the agencies authorized to administer them. We would oppose any effort to transfer oversight or project prioritization to a different entity.</p> <p>The author is currently seeking input from stakeholders across the state as she crafts the legislative language. We are providing feedback through the Self Help Counties Coalition. AB 2438 (Friedman, 2022), which attempted to mandate similar alignment between CAPTI and state transportation spending, was vetoed by the Governor last year.</p>

San Francisco County Transportation Authority
Agenda Item 9

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 7 Friedman D	<p>Transportation: funding: capacity projects.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p> <p>Similar to AB 6, the author is currently seeking input on legislative language. We are coordinating our response through the Self Help Counties Coalition.</p>
Watch	AB 251 Ward D Principal Co-author: Wiener D	<p>California Transportation Commission: vehicle weight safety study.</p> <p>This bill would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature with its findings and any legislative recommendations.</p> <p>The model for this effort could be the Zero Traffic Fatalities Task Force convened in 2019 by the California State Transportation Agency (CalSTA), which included San Francisco Municipal Transportation Agency (SFMTA) staff as an official member.</p>
Support	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p> <p>This measure would reduce the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.</p> <p>The Transportation Authority has supported similar proposals in the past as a way to make it easier to approve transportation and housing bond measures. There is a precedent for a 55% approval threshold, which currently applies for school bond measures in California.</p>



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY
CONSTITUTIONAL AMENDMENT 1 (AGUIAR-CURRY)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position on Assembly Constitutional Amendment (ACA) 1 (Aguilar-Curry), as shown in Attachment 1; and

WHEREAS, At its January 14, 2023 meeting, the Board reviewed and discussed ACA 1 (Aguilar-Curry); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on ACA 1 (Aguilar-Curry); and be it further

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

Attachment:

1. Attachment 1 - State Legislation - January 2023

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Vis Valley Portola

COMMUNITY BASED TRANSPORTATION PLAN

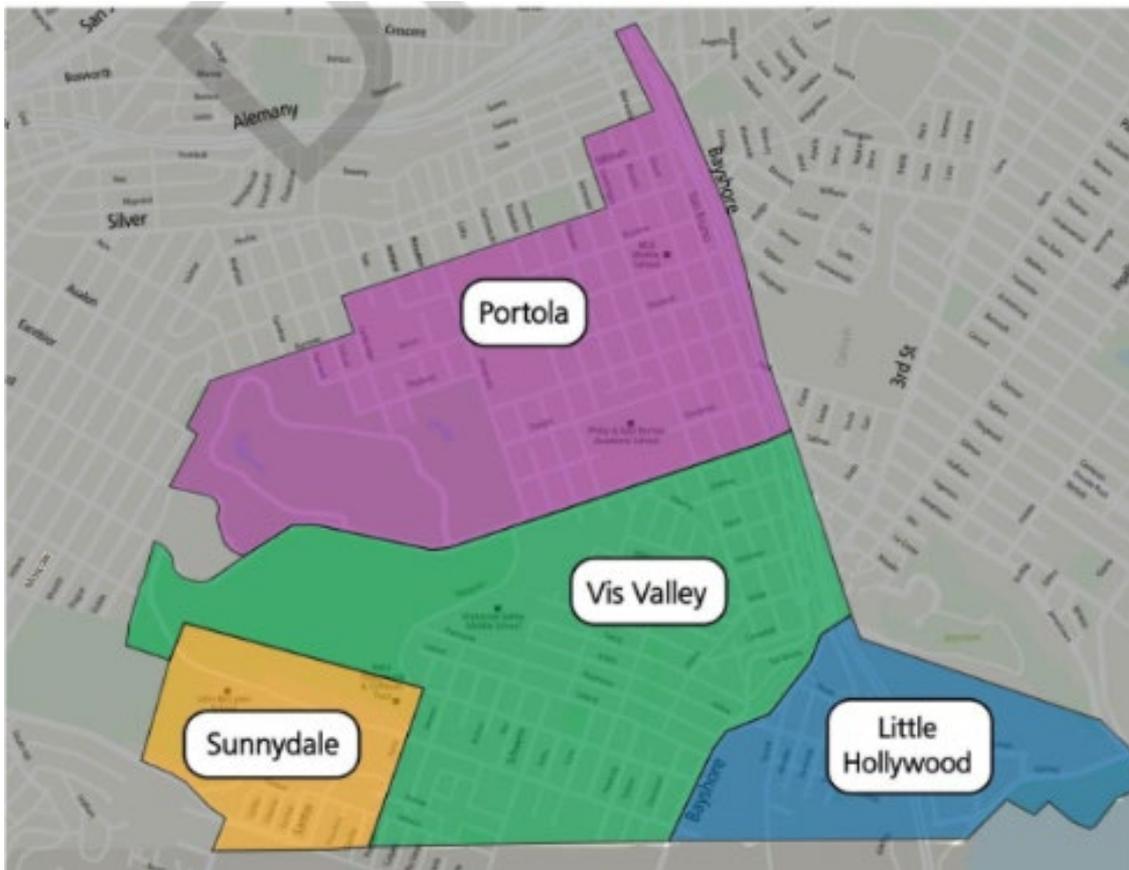
SFCTA Board

Agenda Item #10

February 14, 2023



What is a CBTP?



Create transportation projects that reflect community values, needs, and challenges.

Project Collaborators

Caltrans

**San Francisco County Transportation
Authority**

SF Recreation & Parks Department

Family Connections Centers

River of Life Church

**Office of District 9 Supervisor Hillary
Ronen**

**Office of District 10 Supervisor
Shamann Walton**

Mercy Housing

**Project Technical Advisory
Committee**

Portola Neighborhood Association, Portola Garden Club, Friends of McLaren Park, Portola Branch Library, Vis Valley Community Unity, Mission Blue Cafe, Asian Pacific American Community Center, Little Hollywood Neighborhood Association, the Felton Institute, Visitation Valley Branch Library, the Visitation Valley Greenway Project, the Vis Valley Neighborhood Association, John King Senior Center, the Samoan Community Development Center, & many others.

Project Outreach & Partners

River of Life
Church

Project materials in English,
Chinese, Spanish, Filipino,
and Vietnamese



November 2021 - January 2023

Participated in **50+**
events

Engaged **2,700+**
residents

Collected **700+** surveys &
hundreds of **comment cards**



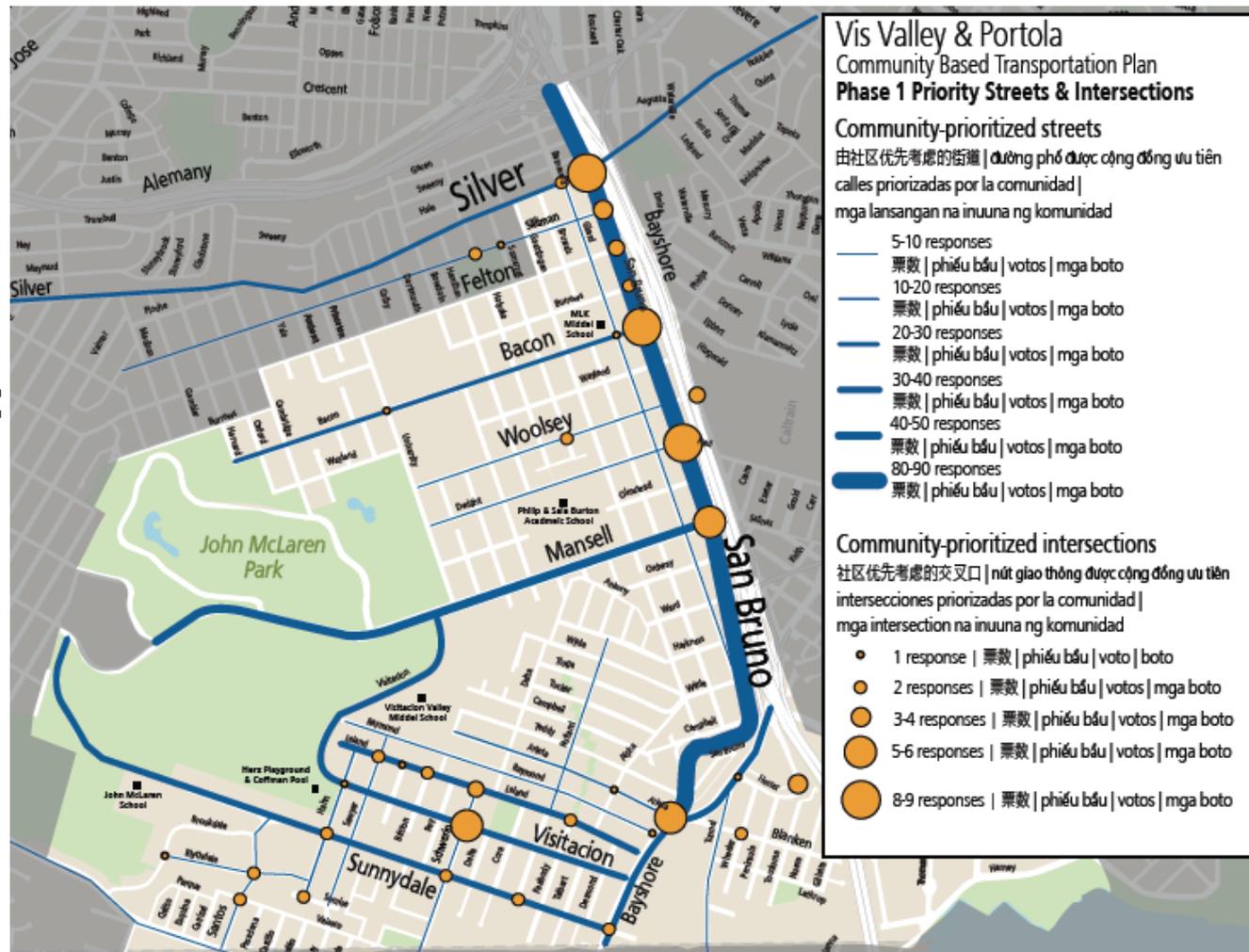
Phase 1 Outreach - Priorities

Top Priority Topics:

Pedestrian Safety
Pedestrian Access
Transit Safety

Top Priority Streets:

San Bruno Ave
Mansell St
Bayshore Blvd
Leland Ave
Visitation Ave
Sunnydale Ave

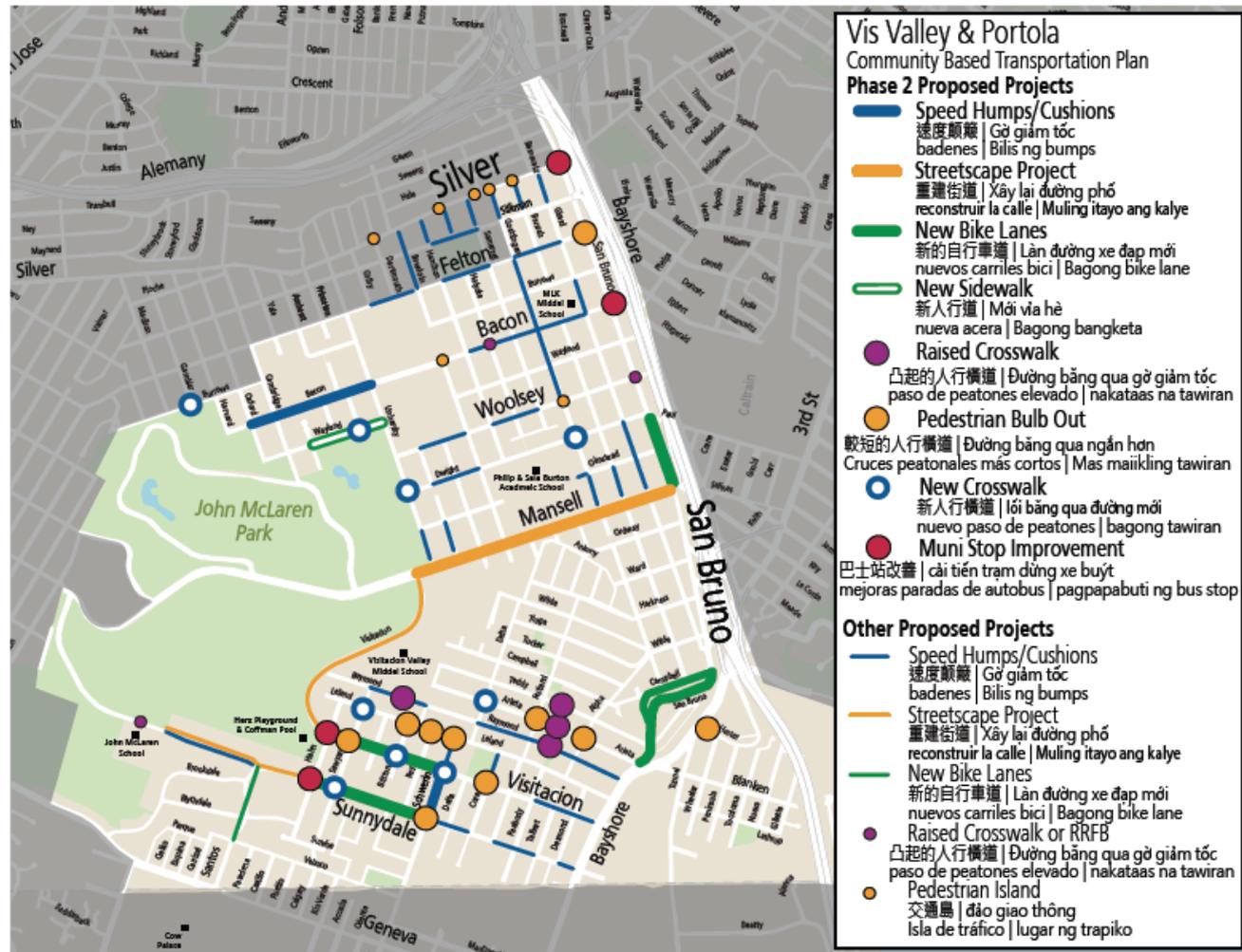


Phase 2 Outreach - Projects

Using Phase 1 Outreach input:

Proposed set projects targeting priority streets – with a focus on pedestrian safety, transit access, and closing bike network gaps.

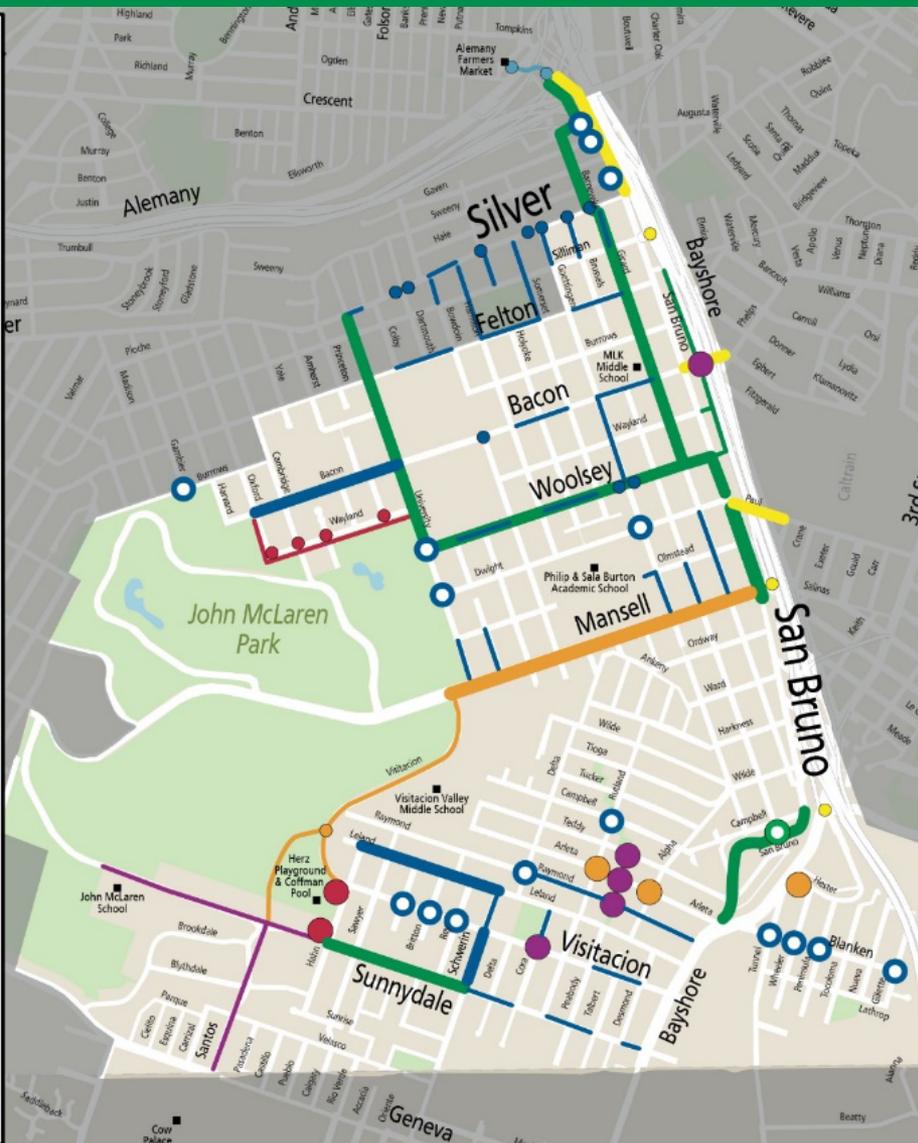
All proposed projects over 50% favorable



Phase 3 Outreach – Draft Plan

Vis Valley & Portola Community Based Transportation Plan Phase 3 Proposed Projects

- **Speed Humps/Cushions**
速度顛簸 | Gờ giảm tốc badenes | Bilis ng bumps
- **Streetscape Project**
重建街道 | Xây lại đường phố reconstruir la calle | Muling itayo ang kalye
- **New Bikeways**
新的自行車項目 | Dự án xe đạp mới nuevos proyectos de bicicletas | Mga bagong bikeway
- **New Lighting**
新照明 | Ánh sáng mới nueva iluminación | Bagong ilaw
- **Crosswalk Flashing Beacons**
人行橫道閃爍的信標
đèn hiệu nhấp nháy cho người đi bộ qua đường
balizas intermitentes para cruces de peatonos
crosswalk na kumikislap na mga beacon
- **Raised Crosswalk**
凸起的人行橫道 | Đường băng qua gờ giảm tốc
paso de peatonos elevado | nakataas na tawiran
- **Pedestrian Bulb Out**
較短的人行橫道 | Đường băng qua ngắn hơn
Cruces peatonales más cortos | Mas maikling tawiran
- **New Crosswalk**
新人行橫道 | Lối băng qua đường mới
nuevo paso de peatonos | bagong tawiran
- **Muni Stop Improvement**
巴士站改善 | cải tiến trạm dừng xe buýt
mejoras paradas de autobus | pagpapabuti ng bus stop



Vis Valley & Portola Community Based Transportation Plan Other Proposed Projects

- Alemamy Interchange (SFDPW)
Alemamy 交汇处路徑 | Con đường đi bộ Alemamy
Camino del Intercambiador de Alemamy
Landas ng Alemamy Interchange
- SFMTA Traffic Calming Projects
(Speed cushions & crosswalk islands)
減速帶和改進的人行橫道
Gờ giảm tốc và cải thiện lối sang đường
Reductores de velocidad y cruces peatonales mejorados
Bilis ng mga bump at pinahusay na mga tawiran
- Visitation Ave Pedestrian & Bicycle Safety Project (Rec Park)
Visitation Ave 步行和騎自行車安全項目
Visitation Ave dự án an toàn đi bộ và đi xe đạp
Proyecto de seguridad para caminar y andar en bicicleta
Visitation Ave naglalakad at pagbibisikleta proyekto
- Portola Freeway Greenway
(Portola Neighborhood Association)
波托拉高速公路綠道 | Đường cao tốc Portola
greenway via verde de la autopista de Portola
Portola freeway greenway
- Sunnydale HOPESF Roadway Projects
(New bike lanes & bike path)
桑尼代爾有自行車道的新街道
Những con phố mới với làn đường dành cho xe đạp ở Sunnydale
Nuevas calles con ciclovías en Sunnydale
Mga bagong kalye na may bike lane sa Sunnydale
- Yosemite Creek Daylighting Project
(New Sidewalk - SFPUC)
Yosemite Creek 人行道項目 | Dự án vỉa hè Yosemite Creek
Proyecto de acera de Yosemite Creek
Proyekto sa bangketa ng Yosemite Creek
- Freeway Ramp Intersection
Safety Study Phase 3 (SFCTA)
高速公路坡道安全研究 | Nghiên cứu an toàn lối ra xa lộ
Estudio de seguridad de rampa de autopista
Pag-aaral sa kaligtasan ng ramp ng freeway

Phase 3 Outreach – Draft Plan

Project Coordination with the following:

SFDPW Alemany Interchange

Portola Freeway Greenway

SFPUC Yosemite Creek Daylighting Project

SFMTA Vis Valley/Portola Traffic Calming

SFMTA Slow Streets Program

SFMTA 29 Sunset Improvement Project

SFMTA San Bruno Multimodal Improvement Project

SFMTA 56 Rutland Extension

SFMTA Southeast Muni Expansion Project

SFCTA Freeway Ramp Intersection Safety Study

SF RecPark Visitacion Ave Pedestrian, Bike and Streetscape Project

Mercy Housing Sunnydale HOPESF Redevelopment

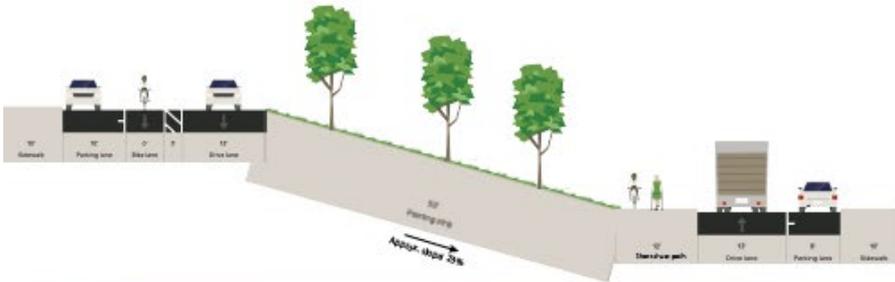
Schlage Lock & Executive Park Developer Agreements

Mansell St Streetscape Concept



Above: Mansell Street facing west from Somerset Street

Below: Proposed cross-section for Alternative B, Mansell Street facing west from Somerset Street



Mansell Street Improvements Legend:

- ① Widen median and construct sidewalk-level shared-use path. This orientation eliminates conflicts with transit and parking, but introduces additional conflicts at intersections, as well as additional costs compared to an on-street bikeway.
- ② Construct bus bulbs and/or curb extensions and relocate bus stops to improve access to Muni busses and shorten crossing distances for people walking. Coordinate with 29 Sunset Improvement Project.
- ③ Retain on-street parking and loading on Mansell St. Narrow parking lane from 11 feet to 8 feet to accommodate bikeway.



Mansell St Streetscape Concept

Next Steps:

Continued Design

Consider & evaluate 3 different design options
Go from concept to real design

Community Collaboration

How do we create a space people will embrace?

Grant Application & Implementation

Go after grants, like the Caltrans Active Transportation Program,
following plan adoption

Policy Recommendations

Reflecting community-voices & needs not directly addressed through infrastructure projects:

- **Community Partnerships**
- **Transit Safety & Transit Service**
- **Facilitate Local Trips**
- **Multi-Lingual Access to Services**
- **Bike Education & Access**
- **Support Community-led Greening**
- **Parking Demand & Management**
- **Diverse Communities – Diverse Needs**

Next Steps

- Phase 3 outreach – Nov 2022 to Jan 2023
- Final Plan Development – February 2023
- Adopt Final Plan – March 2023

[SFMTA.com/VisValley
PortolaPlan](https://www.sfmta.com/VisValleyPortolaPlan)

[@SFMTA.com](https://www.sfmta.com/VisValleyPortolaPlan)

415-646-2202



Memorandum

AGENDA ITEM 11

DATE: January 26, 2023
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 02/14/2023 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2022

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The 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 December 31, 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 six months ending December 31, 2022, the numbers in the prorated adopted budget column are one-half of the total adopted budget for FY 2022/23, including the Treasure Island Mobility Management Agency (TIMMA). Although the sales tax



revenue bond revenue accrual for sales tax, vehicle registration fee, and Traffic Congestion Mitigation Tax (TNC 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 December 31, 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 December 31, 2022. Cash, deposits, and investments, total to \$113.0 million. Other assets total to \$57.0 million, which mainly includes, \$18.7 million sales tax receivable, and \$29.1 million of the program receivables. Liabilities total \$286.8 million, as of December 31, 2022, and mainly includes \$13.6 million in accounts payable, \$45.2 million in accounts payable to the City and County of San Francisco and \$224.1 million in sales tax revenue bond and premium amounts (Series 2017).



There is \$145.5 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 included \$40.8 million in restricted fund balance and \$186.4 million in 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 (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 six months (two quarters) of the fiscal year. We earned \$67.6 million in revenues, including \$55.5 million in sales tax revenues, \$2.4 million in vehicle registration fee, \$3.9 million in traffic congestion mitigation tax, and \$5.4 million in total program revenues for the six months ending December 31, 2022. Total revenue was higher than the prorated budget estimates by \$1.2 million. This variance amount mainly includes a positive variance of \$4.6 million in sales tax revenues due to sales tax revenue coming in at higher amount than projected, which is offset by a negative variance of \$3.6 million in program revenues mainly in the TIMMA Program. The variance in the TIMMA Program is due to the delay in approval of toll policies, thus pushing out the toll system delivery schedule. The variance of \$0.2 million in investment income is higher than anticipated due to higher interest rates which resulted in higher interest income.

As of December 31, 2022, we incurred \$49.9 million of expenditures, including \$10.9 million in debt principal payment and service cost for the sales tax revenue bond; \$5.1 million for personnel and non-personnel expenditures; and \$33.9 million of capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$52 million. This amount mainly includes a net favorable variance of \$1.4 million for debt services costs, and a favorable variance of \$49.5 million in capital project costs. The net favorable variance of \$1.4 million in debt service costs is due to timing of interest payments, the bi-annual interest payments made in August and February. The favorable variance of \$49.5 million in capital project costs mainly includes \$2.5 million in Vehicle Registration Fee for Transportation Improvements Programs, \$1.1 million in TNC Tax Program, \$4.6 million in TIMMA Program and \$41.2 million in the Sales Tax Program. The \$4.6 million of variance in the TIMMA Program is mainly related to the same reason as noted above in the Program Revenues section. Updates to project expenditures will be reflected in the FY 2022/23 mid-year budget amendment. The remaining \$2.5 million, \$1.1 million, and \$41.2 million variances in Vehicle Registration Fee for Transportation Improvements programs, TNC Tax Program and sales tax program capital project costs, respectively, are mainly due to costs (reimbursement requests) from project sponsors that have been incurred, but not yet received. As similar to prior years,



we anticipate a higher amount of reimbursement requests and expenditures in the next quarter.

Investment Compliance. As of December 31, 2022, approximately 46.8% 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, the Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million. As of December 31, 2022, the Transportation Authority does not have any outstanding balance in the loan.

As of December 31, 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. The CAC considered this item at its January 25, 2023 meeting.

SUPPLEMENTAL MATERIALS

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



Attachment 1
Governmental Funds
Balance Sheet (unaudited)
December 31, 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
ASSETS							
Cash in bank	\$ 37,077,234	\$ -	\$ 2,216,654	\$ 20,794,674	\$ -	\$ -	\$ 60,088,562
Deposits and investments with City Treasurer	37,855,683	-	-	-	-	15,063,541	52,919,224
Sales tax receivable	18,721,652	-	-	-	-	-	18,721,652
Vehicle registration fee receivable	-	-	-	740,251	-	-	740,251
Interest receivable from City and County of San Francisco	236,299	-	-	-	-	-	236,299
Program receivables	-	28,685,167	-	-	460,204	-	29,145,371
Receivable from the City and County of San Francisco	-	3,350,550	-	-	1,155,939	-	4,506,489
Other receivables	29,665	-	-	-	-	-	29,665
Due from other funds	3,562,673	-	-	-	-	-	3,562,673
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
Total Assets	\$ 97,564,786	\$ 32,035,717	\$ 2,216,654	\$ 21,534,925	\$ 1,616,143	\$ 15,063,541	\$ 170,031,766
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
LIABILITIES							
Accounts payable	\$ 9,332,435	\$ 3,687,318	\$ -	\$ 527,950	\$ 20,695	\$ 66,560	\$ 13,634,958
Accounts payable to the City and County of San Francisco	41,424,735	-	238,723	2,600,157	-	955,309	45,218,924
Accrued salaries and taxes	248,233	-	-	-	-	-	248,233
Sales tax revenue bond (series 2017)	224,114,390	-	-	-	-	-	224,114,390
Due to other funds	-	869,918	563,196	494,555	359,179	1,275,825	3,562,673
Total Liabilities	\$ 275,119,793	\$ 4,557,236	\$ 801,919	\$ 3,622,662	\$ 379,874	\$ 2,297,694	\$ 286,779,178
Deferred Inflows of Resources							
Unavailable revenues	\$ -	\$ 27,478,481	\$ -	\$ -	\$ 1,236,269	\$ -	\$ 28,714,750
Total deferred inflows of resources	\$ -	\$ 27,478,481	\$ -	\$ -	\$ 1,236,269	\$ -	\$ 28,714,750
Fund Balances							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	8,751,731	-	1,414,735	17,912,263	-	12,765,847	40,844,576
Unassigned	(186,388,318)	-	-	-	-	-	(186,388,318)
Total Fund Balances (Deficit)	\$ (177,555,007)	\$ -	\$ 1,414,735	\$ 17,912,263	\$ -	\$ 12,765,847	\$ (145,462,162)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 97,564,786	\$ 32,035,717	\$ 2,216,654	\$ 21,534,925	\$ 1,616,143	\$ 15,063,541	\$ 170,031,766



**San Francisco
County Transportation
Authority**

Attachment 2

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)
For the Six Months Ending December 31, 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)
REVENUES									
Sales tax	\$ 55,491,116	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,491,116	\$ 50,850,500	\$ 4,640,616
Vehicle registration fee	-	-	-	2,362,525	-	-	2,362,525	2,417,024	(54,499)
Traffic congestion mitigation tax	-	-	-	-	-	3,923,865	3,923,865	3,907,750	16,115
Investment income	398,320	-	479	2,153	-	-	400,952	187,286	213,666
Program revenues	-	4,715,265	348,998	-	379,874	-	5,444,137	9,019,384	(3,575,247)
Other revenues	-	-	-	-	-	-	-	-	-
Total Revenues	\$ 55,889,436	\$ 4,715,265	\$ 349,477	\$ 2,364,678	\$ 379,874	\$ 3,923,865	\$ 67,622,595	\$ 66,381,944	\$ 1,240,651
EXPENDITURES									
Current - transportation improvement									
Personnel expenditures	\$ 1,985,528	\$ 1,387,552	\$ 12,204	\$ 107,227	\$ 321,569	\$ 76,559	\$ 3,890,639	\$ 4,674,168	\$ 783,529
Non-personnel expenditures	1,217,172	27,708	-	441	9,517	-	1,254,838	1,616,452	361,614
Capital project costs	27,672,335	4,159,566	-	1,394,109	56,383	577,649	33,860,042	83,387,324	49,527,282
Debt service									
Principal	7,062,391	-	-	-	-	-	7,062,391	7,062,500	109
Interest and fiscal charges	3,877,667	-	-	-	-	-	3,877,667	5,252,252	1,374,585
Total Expenditures	\$ 41,815,093	\$ 5,574,826	\$ 12,204	\$ 1,501,777	\$ 387,469	\$ 654,208	\$ 49,945,577	\$ 101,992,696	\$ 52,047,119
Excess (Deficiency) of Revenues Over (Under) Expenditures	\$ 14,074,343	\$ (859,561)	\$ 337,273	\$ 862,901	\$ (7,595)	\$ 3,269,657	\$ 17,677,018	\$ (35,610,752)	\$ 53,287,770
OTHER FINANCING SOURCES (USES)									
Transfer in	\$ -	\$ 859,561	\$ -	\$ -	\$ 7,595	\$ -	\$ 867,156	\$ 5,799,844	\$ (4,932,688)
Transfer out	(867,156)	-	-	-	-	-	(867,156)	(5,799,844)	4,932,688
Draw on revolving credit agreement	-	-	-	-	-	-	-	25,000,000	(25,000,000)
Total Other Financing Sources (Uses)	\$ (867,156)	\$ 859,561	\$ -	\$ -	\$ 7,595	\$ -	\$ -	\$ 25,000,000	\$ (25,000,000)
NET CHANGE IN FUND BALANCES	\$ 13,207,187	\$ -	\$ 337,273	\$ 862,901	\$ -	\$ 3,269,657	\$ 17,677,018	\$ (10,610,752)	\$ 28,287,770
Fund Balances - Beginning	\$ 33,352,196	\$ -	\$ 1,077,462	\$ 17,049,362	\$ -	\$ 9,496,190	\$ 60,975,210		
Sales tax revenue bond (series 2017)	(224,114,390)	-	-	-	-	-	(224,114,390)		
Fund Balances (Deficit) - End	\$ (177,555,007)	\$ -	\$ 1,414,735	\$ 17,912,263	\$ -	\$ 12,765,847	\$ (145,462,162)		

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



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

José Cisneros, Treasurer

Investment Report for the month of December 2022

January 15, 2023

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

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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of December 31, 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 December 2022 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	<u>Fiscal YTD</u>	<u>December 2022</u>	<u>Fiscal YTD</u>	<u>November 2022</u>
Average Daily Balance	\$ 13,934	\$ 14,744	\$ 13,770	\$ 13,580
Net Earnings	107.11	25.45	81.66	19.37
Earned Income Yield	1.52%	2.03%	1.41%	1.74%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
U.S. Treasuries	26.43%	\$ 4,079.4	\$ 3,792.6	0.90%	0.84%	786
Federal Agencies	37.48%	5,636.9	5,378.2	1.64%	1.67%	677
Public Time Deposits	0.21%	30.0	30.0	4.33%	4.33%	135
Negotiable CDs	13.54%	1,950.0	1,942.3	3.58%	3.58%	160
Commercial Paper	3.42%	488.0	490.4	0.00%	4.95%	140
Money Market Funds	14.90%	2,138.0	2,138.0	4.15%	4.15%	1
Supranationals	4.03%	611.0	578.2	0.42%	1.18%	558
Totals	100.0%	\$ 14,933.2	\$ 14,349.7	2.02%	2.17%	511

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 December 31, 2022

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 4,075.0	\$ 4,079.4	\$ 3,792.6	92.97	26.43%	100%	Yes
Federal Agencies	5,637.2	5,636.9	5,378.2	95.41	37.48%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	30.0	30.0	30.0	100.00	0.21%	100%	Yes
Negotiable CDs	1,950.0	1,950.0	1,942.3	99.61	13.54%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	500.0	488.0	490.4	100.51	3.42%	25%	Yes
Medium Term Notes	-	-	-	-	0.00%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	2,138.0	2,138.0	2,138.0	100.00	14.90%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	604.2	611.0	578.2	94.64	4.03%	30%	Yes
TOTAL	\$ 14,934.4	\$ 14,933.2	\$ 14,349.7	96.09	100.00%	-	Yes

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

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

Totals may not add due to rounding.

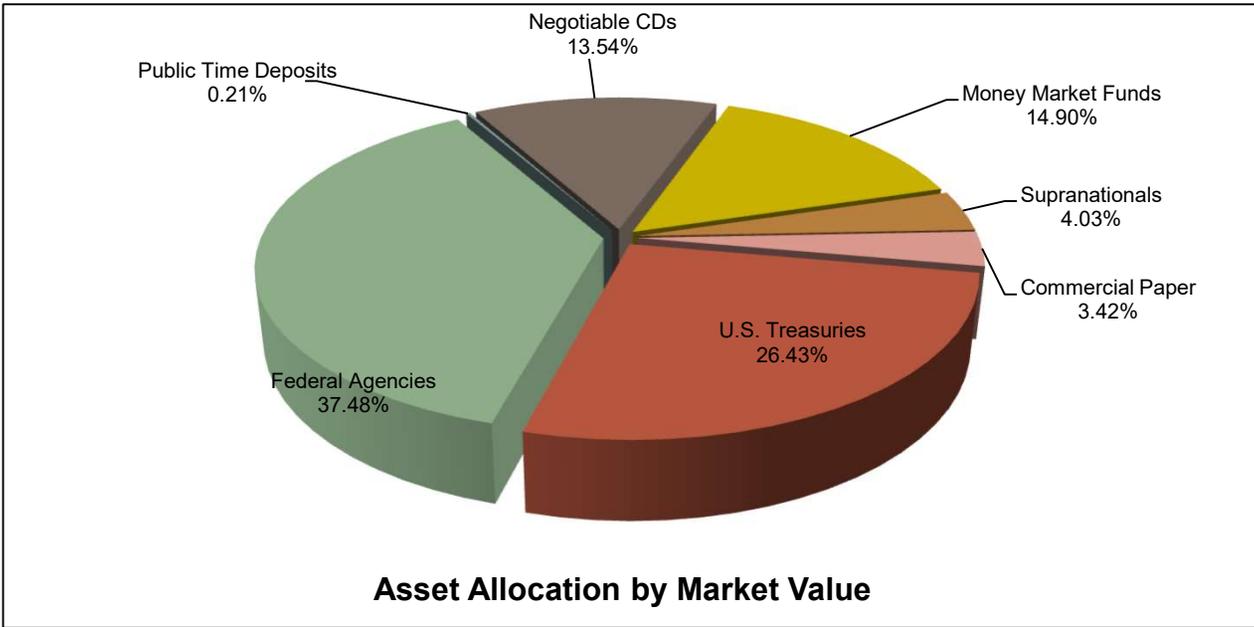
City and County of San Francisco

Pooled Fund Portfolio Statistics

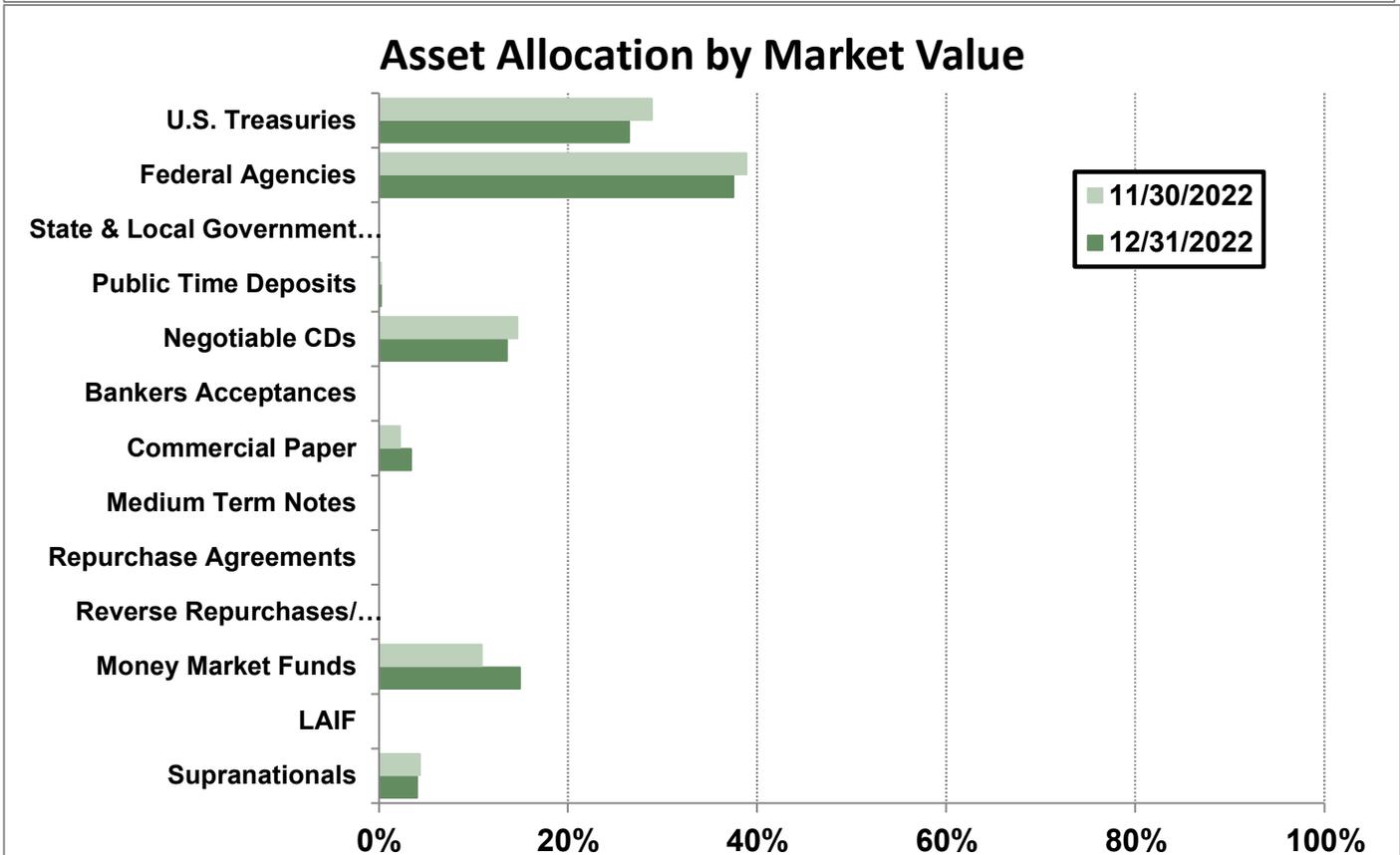
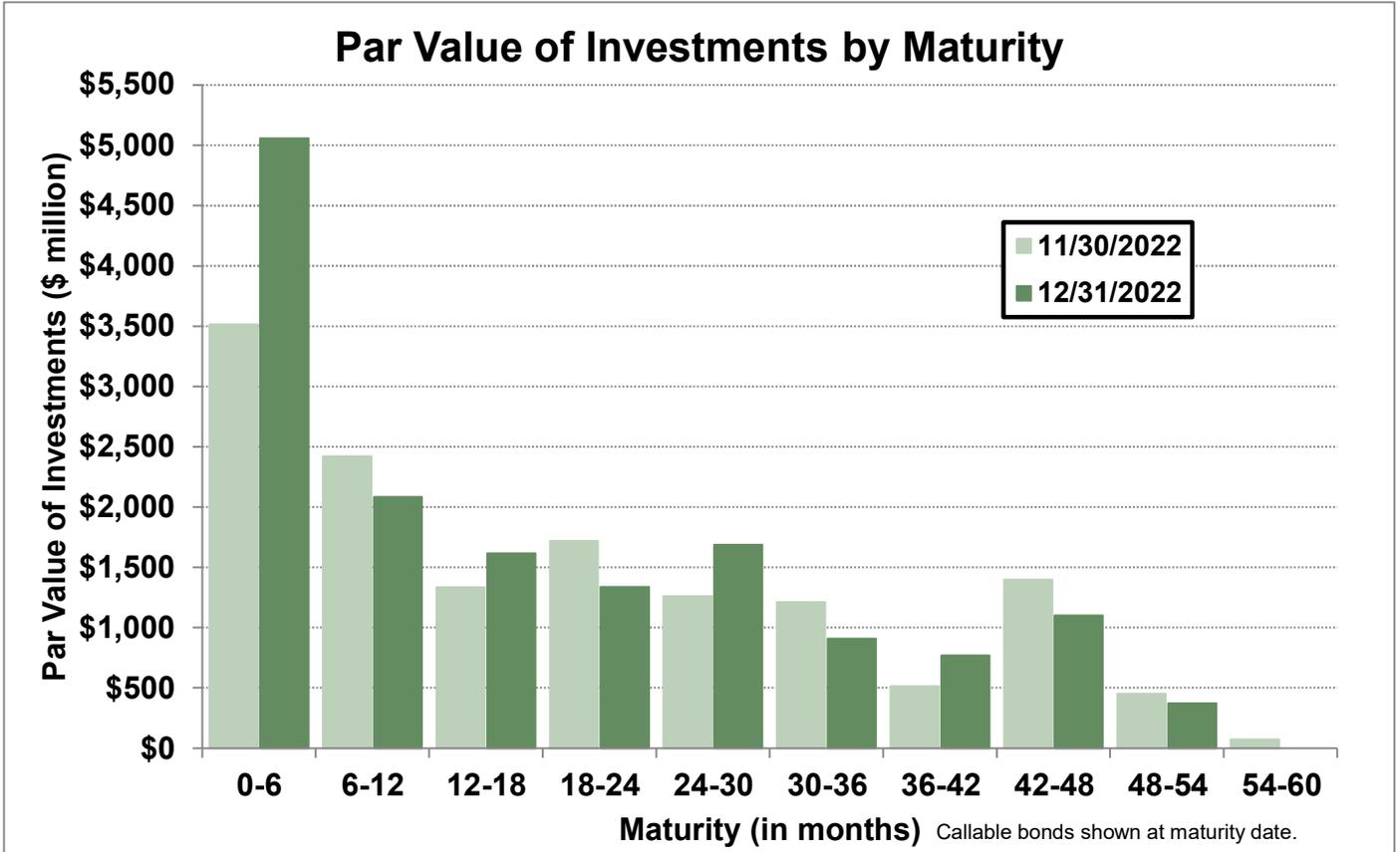
For the month ended December 31, 2022

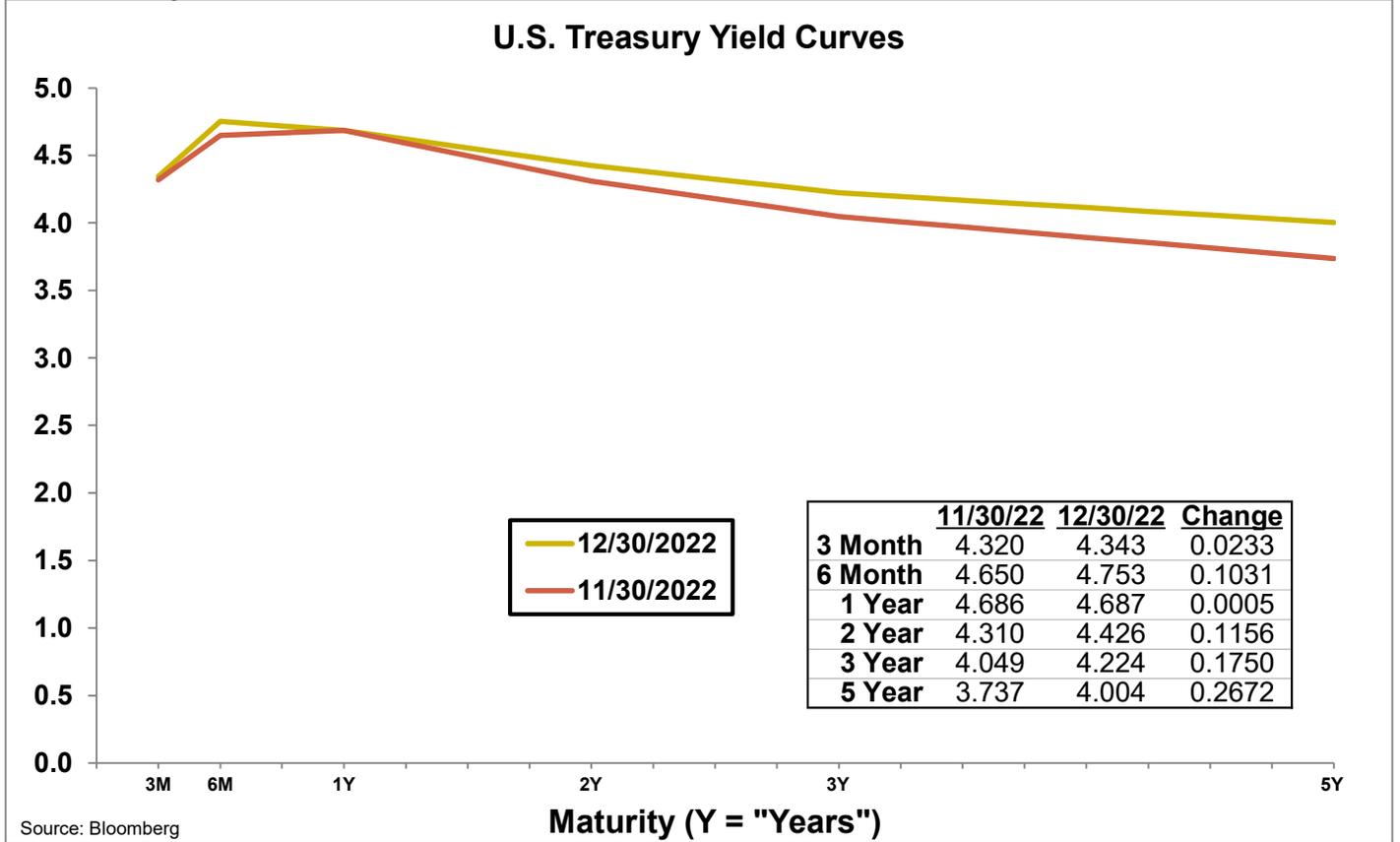
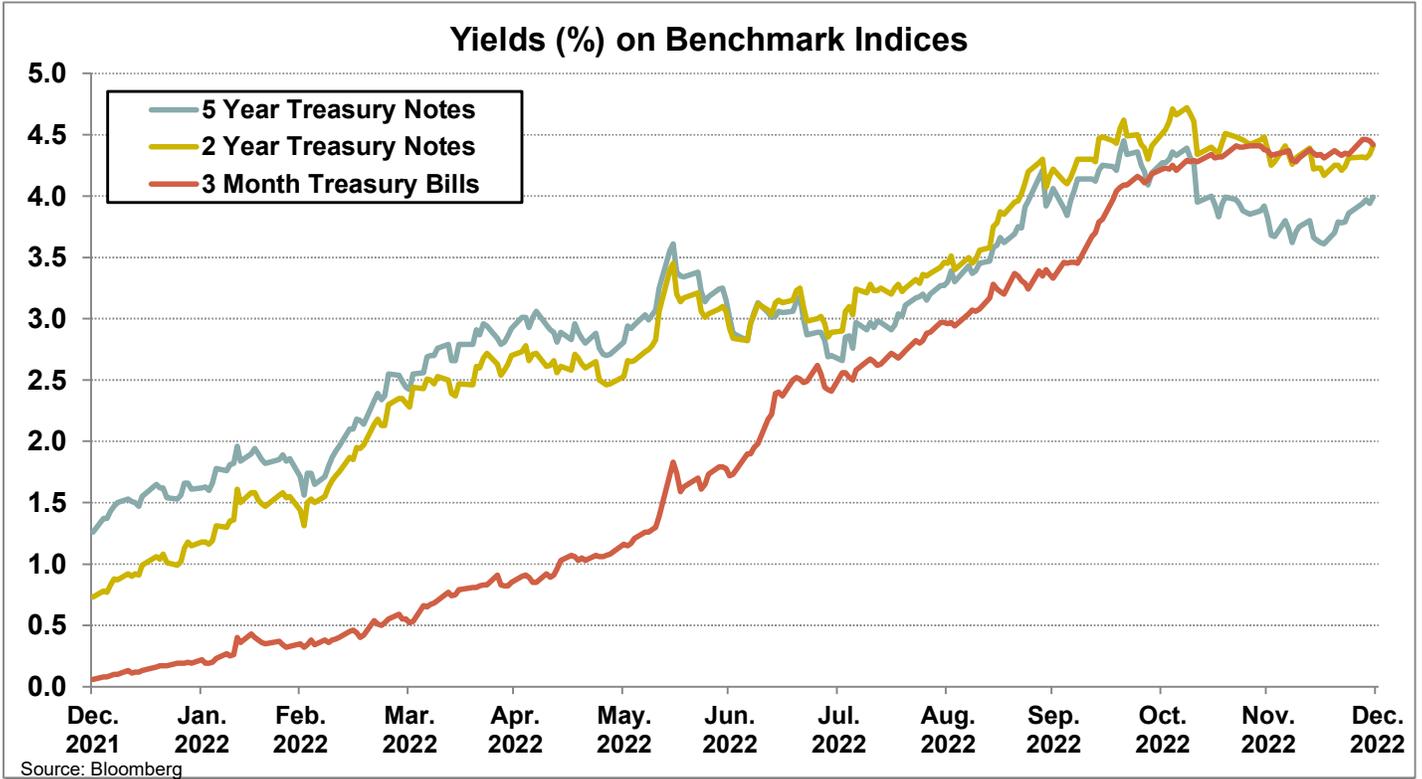
Average Daily Balance	\$14,743,549,749
Net Earnings	\$25,452,427
Earned Income Yield	2.03%
Weighted Average Maturity	511 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries		\$ 4,075.0	\$ 4,079.4	\$ 3,792.6
Federal Agencies		5,637.2	5,636.9	5,378.2
Public Time Deposits		30.0	30.0	30.0
Negotiable CDs		1,950.0	1,950.0	1,942.3
Commercial Paper		500.0	488.0	490.4
Money Market Funds		2,138.0	2,138.0	2,138.0
Supranationals		604.2	611.0	578.2
Total		\$ 14,934.4	\$ 14,933.2	\$ 14,349.7



Portfolio Analysis Pooled Fund





Investment Inventory Pooled Fund

As of December 31, 2022

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
U.S. Treasuries	912828Z86	UNITED STATES TREASURY	2/15/2023	1.38	\$ 100,000,000	\$ 101,089,844	\$ 100,097,407	\$ 99,625,000	
U.S. Treasuries	912828ZD5	UNITED STATES TREASURY	3/15/2023	0.50	50,000,000	50,335,938	50,033,732	49,609,375	
U.S. Treasuries	91282CBU4	UNITED STATES TREASURY	3/31/2023	0.13	50,000,000	49,972,656	49,996,503	49,476,563	
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	150,000,000	150,136,719	150,027,776	147,093,750	
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38	100,000,000	100,744,141	100,222,474	98,421,875	
U.S. Treasuries	91282CCK5	UNITED STATES TREASURY	6/30/2023	0.13	50,000,000	49,865,234	49,966,770	48,890,625	
U.S. Treasuries	912828S92	UNITED STATES TREASURY	7/31/2023	1.25	100,000,000	102,439,453	100,604,847	98,031,250	
U.S. Treasuries	91282CAK7	UNITED STATES TREASURY	9/15/2023	0.13	50,000,000	49,886,719	49,961,993	48,429,688	
U.S. Treasuries	912828WE6	UNITED STATES TREASURY	11/15/2023	2.75	50,000,000	51,960,938	50,436,374	49,140,625	
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13	150,000,000	148,613,281	149,371,253	143,648,438	
U.S. Treasuries	9128285Z9	UNITED STATES TREASURY	1/31/2024	2.50	50,000,000	52,511,719	51,168,585	48,812,500	
U.S. Treasuries	91282CDV0	UNITED STATES TREASURY	1/31/2024	0.88	100,000,000	97,996,094	98,824,937	95,921,875	
U.S. Treasuries	912828B66	UNITED STATES TREASURY	2/15/2024	2.75	50,000,000	50,250,000	50,151,852	48,906,250	
U.S. Treasuries	91282CBR1	UNITED STATES TREASURY	3/15/2024	0.25	50,000,000	48,708,984	49,232,038	47,406,250	
U.S. Treasuries	91282CCC3	UNITED STATES TREASURY	5/15/2024	0.25	50,000,000	49,718,750	49,865,816	47,062,500	
U.S. Treasuries	912828XT2	UNITED STATES TREASURY	5/31/2024	2.00	50,000,000	52,263,672	51,101,938	48,171,875	
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38	150,000,000	147,531,250	148,327,659	140,507,813	
U.S. Treasuries	912828Y87	UNITED STATES TREASURY	7/31/2024	1.75	50,000,000	52,210,938	51,046,523	47,828,125	
U.S. Treasuries	91282CCT6	UNITED STATES TREASURY	8/15/2024	0.38	50,000,000	49,898,438	49,944,636	46,718,750	
U.S. Treasuries	912828YM6	UNITED STATES TREASURY	10/31/2024	1.50	50,000,000	51,746,094	50,902,036	47,375,000	
U.S. Treasuries	912828G38	UNITED STATES TREASURY	11/15/2024	2.25	100,000,000	106,388,672	103,247,796	96,062,500	
U.S. Treasuries	912828Y00	UNITED STATES TREASURY	12/31/2024	1.75	50,000,000	52,226,563	51,171,875	47,476,563	
U.S. Treasuries	912828Z52	UNITED STATES TREASURY	1/31/2025	1.38	100,000,000	103,023,438	101,649,375	93,968,750	
U.S. Treasuries	912828ZC7	UNITED STATES TREASURY	2/28/2025	1.13	100,000,000	102,009,766	101,102,708	93,375,000	
U.S. Treasuries	912828ZF0	UNITED STATES TREASURY	3/31/2025	0.50	100,000,000	99,619,141	99,783,770	91,875,000	
U.S. Treasuries	912828ZL7	UNITED STATES TREASURY	4/30/2025	0.38	50,000,000	49,615,234	49,773,354	45,656,250	
U.S. Treasuries	912828XB1	UNITED STATES TREASURY	5/15/2025	2.13	50,000,000	52,849,609	51,824,509	47,539,063	
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25	450,000,000	442,748,047	445,477,543	407,812,500	
U.S. Treasuries	91282CAB7	UNITED STATES TREASURY	7/31/2025	0.25	100,000,000	98,822,266	99,237,749	90,281,250	
U.S. Treasuries	91282CFK2	UNITED STATES TREASURY	9/15/2025	3.50	50,000,000	49,075,104	49,042,811	49,023,438	
U.S. Treasuries	91282CAM3	UNITED STATES TREASURY	9/30/2025	0.25	100,000,000	98,390,625	98,970,280	89,843,750	
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25	150,000,000	147,425,781	148,438,511	134,226,563	
U.S. Treasuries	91282CBC4	UNITED STATES TREASURY	12/31/2025	0.38	100,000,000	98,726,563	99,211,941	89,406,250	
U.S. Treasuries	91282CBW0	UNITED STATES TREASURY	4/30/2026	0.75	100,000,000	99,392,578	99,581,913	89,468,750	
U.S. Treasuries	912828R36	UNITED STATES TREASURY	5/15/2026	1.63	100,000,000	104,093,750	102,892,759	92,140,625	
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88	450,000,000	449,880,859	449,834,877	402,679,688	
U.S. Treasuries	91282CCW9	UNITED STATES TREASURY	8/31/2026	0.75	50,000,000	49,449,219	49,590,131	44,312,500	
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88	150,000,000	148,679,688	149,003,375	133,335,938	
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25	150,000,000	147,267,578	147,702,687	134,695,313	
U.S. Treasuries	91282CDQ1	UNITED STATES TREASURY	12/31/2026	1.25	50,000,000	47,107,422	47,570,101	44,820,313	
U.S. Treasuries	91282CEF4	UNITED STATES TREASURY	3/31/2027	2.50	25,000,000	24,757,813	24,793,741	23,488,281	
Subtotals				0.90	\$ 4,075,000,000	\$ 4,079,430,573	\$ 4,071,186,955	\$ 3,792,566,406	
Federal Agencies	3133EMWK4	FEDERAL FARM CREDIT BANKS FU	1/19/2023	0.14	\$ 60,000,000	\$ 59,987,400	\$ 59,999,629	\$ 59,883,060	
Federal Agencies	3133ELJH8	FEDERAL FARM CREDIT BANKS FU	1/23/2023	1.60	10,140,000	10,384,141	10,145,194	10,123,228	
Federal Agencies	3133EMPH9	FEDERAL FARM CREDIT BANKS FU	2/3/2023	0.13	45,500,000	45,096,315	45,460,470	45,330,604	
Federal Agencies	3133827H0	FEDERAL HOME LOAN BANKS	2/6/2023	2.14	44,400,000	44,826,684	44,445,716	44,298,368	
Federal Agencies	3133ENDQ0	FEDERAL FARM CREDIT BANKS FU	2/10/2023	0.16	50,000,000	49,899,789	49,991,190	49,772,400	
Federal Agencies	3133EMUH3	FEDERAL FARM CREDIT BANKS FU	3/23/2023	0.13	65,000,000	64,955,150	64,994,968	64,354,420	

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	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	95,000,000	94,874,600	94,982,478	93,813,355	
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANKS FU	4/27/2023	0.13	44,500,000	44,462,233	44,463,932	43,864,763	
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13	112,500,000	112,356,000	112,474,553	110,685,825	
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANKS	6/2/2023	0.13	15,000,000	14,986,200	14,997,119	14,713,470	
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANKS FU	6/2/2023	0.13	100,000,000	99,938,000	99,987,090	98,089,800	
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANKS FU	6/14/2023	0.13	50,000,000	49,864,850	49,969,044	48,965,350	
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANKS FU	6/26/2023	0.20	98,067,000	97,806,076	97,985,890	95,915,508	
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANKS FU	7/14/2023	0.13	100,000,000	99,835,044	99,956,162	97,558,200	
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANKS FU	7/24/2023	0.45	50,000,000	49,996,500	49,998,824	48,801,700	
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANKS FU	8/10/2023	0.16	50,000,000	49,970,000	49,990,918	48,619,800	
Federal Agencies	3137EAEV7	FEDERAL HOME LOAN MORTGAGE	8/24/2023	0.25	40,776,000	40,542,761	40,688,442	39,596,799	
Federal Agencies	313384LJ6	FEDERAL HOME LOAN BANKS	9/6/2023	0.00	50,000,000	48,055,750	48,408,667	48,399,750	
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANKS	9/8/2023	0.13	20,975,000	20,806,361	20,908,397	20,313,595	
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	90,000,000	90,243,750	90,149,510	89,092,620	
Federal Agencies	3135G0U43	FEDERAL NATIONAL MORTGAGE A	9/12/2023	2.88	29,648,000	30,793,302	30,101,126	29,242,890	
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANKS FU	9/27/2023	0.17	50,000,000	49,950,000	49,981,575	48,312,300	
Federal Agencies	3133ENGF1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	125,000,000	124,818,750	124,916,844	120,138,000	
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANKS	12/8/2023	2.25	40,000,000	41,204,000	40,563,962	39,040,440	
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	112,000,000	111,946,088	111,973,930	107,605,120	
Federal Agencies	3130AU4V3	FEDERAL HOME LOAN BANKS	1/8/2024	4.80	36,000,000	35,986,400	35,987,224	35,980,092	
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANKS FU	1/18/2024	0.90	61,856,000	61,439,815	61,631,223	59,410,461	
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANKS	2/13/2024	2.50	39,010,000	40,648,810	39,822,436	38,042,357	
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANKS FU	2/14/2024	1.43	20,495,000	20,950,604	20,625,492	19,750,499	
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	110,000,000	109,960,400	109,984,775	104,480,640	
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANKS	2/28/2024	2.13	36,000,000	35,958,960	35,975,376	34,932,600	
Federal Agencies	3130ATUQ8	FEDERAL HOME LOAN BANKS	3/8/2024	4.75	115,000,000	115,329,911	114,976,839	114,964,350	
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANKS FU	3/18/2024	0.30	100,000,000	99,878,950	99,951,182	94,825,300	
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	84,969,000	84,992,791	84,979,469	80,291,881	
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANKS FU	5/16/2024	2.63	95,000,000	94,871,750	94,912,102	92,366,600	
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANKS FU	6/10/2024	2.63	100,000,000	99,871,000	99,907,176	97,112,400	
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	109,435,000	109,808,808	109,695,706	106,629,853	
Federal Agencies	3130ASHK8	FEDERAL HOME LOAN BANKS	6/14/2024	3.13	56,210,000	56,019,452	56,064,271	54,963,487	
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	100,000,000	99,911,250	99,935,289	97,971,500	
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	100,000,000	99,947,000	99,960,558	97,718,600	
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	42,500,000	42,417,550	42,437,514	41,454,160	
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANKS FU	7/23/2024	0.45	50,000,000	50,092,000	50,048,381	46,852,950	
Federal Agencies	3133ENJ84	FEDERAL FARM CREDIT BANKS FU	8/26/2024	3.38	50,000,000	49,916,500	49,931,121	48,988,350	
Federal Agencies	3130ATVD6	FEDERAL HOME LOAN BANKS	9/13/2024	4.88	50,000,000	50,082,313	50,057,210	50,179,000	
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	125,000,000	124,873,750	124,927,314	116,398,500	
Federal Agencies	3133ENP79	FEDERAL FARM CREDIT BANKS FU	9/26/2024	4.25	50,000,000	49,996,000	49,968,531	49,682,200	
Federal Agencies	3130ATT31	FEDERAL HOME LOAN BANKS	10/3/2024	4.50	50,000,000	49,879,250	49,872,622	49,904,800	
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	70,000,000	69,919,500	69,949,541	65,434,250	
Federal Agencies	3133ENZ94	FEDERAL FARM CREDIT BANKS FU	11/18/2024	4.50	25,000,000	24,973,500	24,975,095	24,955,450	
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANKS FU	12/3/2024	1.63	25,000,000	24,960,000	24,964,631	23,679,450	
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANKS FU	12/9/2024	0.92	100,000,000	99,948,000	99,966,409	93,383,500	
Federal Agencies	3133EN4N7	FEDERAL FARM CREDIT BANKS FU	12/20/2024	4.25	60,000,000	59,891,900	59,893,675	59,694,780	
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	70,000,000	69,842,500	69,893,749	65,507,890	
Federal Agencies	3135G0X24	FEDERAL NATIONAL MORTGAGE A	1/7/2025	1.63	39,060,000	40,632,556	39,914,070	36,921,582	
Federal Agencies	3133ENZ37	FEDERAL FARM CREDIT BANKS FU	1/10/2025	4.88	50,000,000	49,997,780	49,997,926	50,355,650	
Federal Agencies	3137EAEPO	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	133,532,000	135,388,452	134,570,269	125,678,582	

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	3133ELQY3	FEDERAL FARM CREDIT BANKS FU	3/3/2025	1.21	40,000,000	39,954,960	39,980,248	37,371,840	
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANKS FU	4/21/2025	0.60	50,000,000	49,973,500	49,984,746	45,883,450	
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	137,938,000	136,719,742	137,096,739	126,643,085	
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANKS FU	5/23/2025	2.85	26,000,000	25,963,600	25,971,006	25,098,996	
Federal Agencies	3130ASG86	FEDERAL HOME LOAN BANKS	6/13/2025	3.38	24,640,000	24,806,223	24,782,253	24,069,855	
Federal Agencies	3133EN4B3	FEDERAL FARM CREDIT BANKS FU	6/13/2025	4.25	45,000,000	44,967,233	44,967,914	44,861,895	
Federal Agencies	3133ENYQ7	FEDERAL FARM CREDIT BANKS FU	6/13/2025	2.95	50,000,000	49,975,500	49,980,016	48,355,600	
Federal Agencies	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	6/17/2025	0.50	14,655,000	14,346,240	14,439,564	13,350,207	
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANKS	6/30/2025	0.70	17,680,000	17,734,631	17,714,347	16,158,795	
Federal Agencies	3135G05X7	FEDERAL NATIONAL MORTGAGE A	8/25/2025	0.38	97,500,000	96,546,250	96,937,525	88,000,673	
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANKS	9/12/2025	1.75	10,295,000	10,575,333	10,490,835	9,628,522	
Federal Agencies	3137EAEX3	FEDERAL HOME LOAN MORTGAGE	9/23/2025	0.38	22,600,000	22,295,352	22,417,651	20,331,615	
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANKS FU	11/17/2025	1.05	94,675,000	94,545,232	94,581,649	86,454,086	
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANKS FU	12/16/2025	1.17	95,000,000	94,903,100	94,928,370	86,871,990	
Federal Agencies	3133ENYQ6	FEDERAL FARM CREDIT BANKS FU	12/29/2025	4.00	60,000,000	59,818,050	59,818,548	59,524,020	
Federal Agencies	3133ENJ35	FEDERAL FARM CREDIT BANKS FU	2/25/2026	3.32	35,000,000	34,957,650	34,961,918	34,024,550	
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANKS FU	4/6/2026	0.69	15,500,000	15,458,150	15,470,698	13,834,882	
Federal Agencies	3133ENUD0	FEDERAL FARM CREDIT BANKS FU	4/8/2026	2.64	50,000,000	49,903,000	49,920,793	47,560,950	
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	100,000,000	100,000,000	100,000,000	89,024,400	
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	100,000,000	100,000,000	100,000,000	88,995,200	
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	100,000,000	100,000,000	100,000,000	88,834,500	
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	100,000,000	100,000,000	100,000,000	88,755,100	
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	100,000,000	100,000,000	100,000,000	89,710,400	
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	100,000,000	100,000,000	100,000,000	90,156,500	
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	100,000,000	100,000,000	100,000,000	90,259,300	
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	100,000,000	100,000,000	100,000,000	92,276,600	
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANKS FU	3/10/2027	1.68	48,573,000	47,532,020	47,614,452	43,995,480	
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	72,000,000	71,573,348	71,636,469	67,697,136	
Federal Agencies	3133EN2L3	FEDERAL FARM CREDIT BANKS FU	5/17/2027	4.13	55,650,000	55,613,093	55,614,104	55,577,432	
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	44,100,000	44,710,878	44,654,312	42,990,753	
Federal Agencies	3133ENZK9	FEDERAL FARM CREDIT BANKS FU	6/28/2027	3.24	27,865,000	28,099,066	28,076,136	26,863,783	
Subtotals				1.64	\$ 5,637,244,000	\$ 5,636,859,345	\$ 5,635,431,097	\$ 5,378,204,674	
Public Time Deposits	PPFQECA11	Bridge Bank	3/20/2023	3.57	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	
Public Time Deposits	PPFTL68P0	Bank of San Francisco	6/5/2023	4.69	10,000,000	10,000,000	10,000,000	10,000,000	
Public Time Deposits	PPG03UL74	Bridge Bank	6/19/2023	4.72	10,000,000	10,000,000	10,000,000	10,000,000	
Subtotals				4.33	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	
Negotiable CDs	89114WWV3	Toronto-Dominion Bank - New York Br	1/4/2023	2.26	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 49,985,350	
Negotiable CDs	06367CTW7	Bank of Montreal - Chicago Branch	1/13/2023	1.92	50,000,000	50,000,000	50,000,000	49,951,350	
Negotiable CDs	89114WU94	Toronto-Dominion Bank - New York Br	1/13/2023	1.92	50,000,000	50,000,000	50,000,000	49,951,350	
Negotiable CDs	06367CUZ8	Bank of Montreal - Chicago Branch	1/18/2023	2.28	50,000,000	50,000,000	50,000,000	49,942,850	
Negotiable CDs	89114WWX9	Toronto-Dominion Bank - New York Br	1/24/2023	2.36	50,000,000	50,000,000	50,000,000	49,926,000	
Negotiable CDs	78012U5C5	Royal Bank of Canada New York Bran	1/27/2023	2.00	50,000,000	50,000,000	50,000,000	49,902,550	
Negotiable CDs	06367CSR9	Bank of Montreal - Chicago Branch	1/30/2023	1.18	50,000,000	50,000,000	50,000,000	49,857,000	
Negotiable CDs	89114WQL2	Toronto-Dominion Bank - New York Br	1/30/2023	0.95	50,000,000	50,000,000	50,000,000	49,847,400	
Negotiable CDs	06367CSM0	Bank of Montreal - Chicago Branch	2/13/2023	1.35	50,000,000	50,000,000	50,000,000	49,797,250	
Negotiable CDs	89114WRW7	Toronto-Dominion Bank - New York Br	2/13/2023	1.35	50,000,000	50,000,000	50,000,000	49,797,250	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Br	2/27/2023	2.16	100,000,000	100,000,000	100,000,000	99,583,100	
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	3/27/2023	2.60	50,000,000	50,000,000	50,000,000	49,730,250	

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
Negotiable CDs	78012U5Z4	Royal Bank of Canada New York Bran	3/27/2023	2.58	50,000,000	50,000,000	50,000,000	49,728,200	
Negotiable CDs	65602Y3E8	Norinchukin Bank - New York Branch	5/8/2023	5.20	50,000,000	50,000,000	50,000,000	50,032,450	
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Bran	6/15/2023	3.71	50,000,000	50,000,000	50,000,000	49,649,800	
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Bran	6/15/2023	3.68	50,000,000	50,000,000	50,000,000	49,644,000	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Br	6/15/2023	3.60	100,000,000	100,000,000	100,000,000	99,254,400	
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	6/30/2023	3.92	50,000,000	50,000,000	50,000,000	49,660,650	
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Br	6/30/2023	3.90	50,000,000	50,000,000	50,000,000	49,655,550	
Negotiable CDs	06367CW70	Bank of Montreal - Chicago Branch	7/3/2023	3.75	50,000,000	50,000,000	50,000,000	49,610,900	
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	7/3/2023	3.84	50,000,000	50,000,000	50,000,000	49,634,950	
Negotiable CDs	06367D2M6	Bank of Montreal - Chicago Branch	7/3/2023	5.30	50,000,000	50,000,000	50,000,000	50,017,200	
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	7/3/2023	3.73	50,000,000	50,000,000	50,000,000	49,608,750	
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Bran	7/3/2023	3.73	50,000,000	50,000,000	50,000,000	49,606,050	
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Bran	7/3/2023	4.02	50,000,000	50,000,000	50,000,000	49,680,750	
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	8/28/2023	4.23	50,000,000	50,000,000	50,000,000	49,626,050	
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Bran	9/20/2023	4.75	50,000,000	50,000,000	50,000,000	49,729,300	
Negotiable CDs	06367CY27	Bank of Montreal - Chicago Branch	9/22/2023	4.80	50,000,000	50,000,000	50,000,000	49,778,650	
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Bran	9/22/2023	4.81	50,000,000	50,000,000	50,000,000	49,781,400	
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	9/25/2023	4.82	50,000,000	50,000,000	50,000,000	49,779,850	
Negotiable CDs	78015JH67	Royal Bank of Canada New York Bran	9/25/2023	4.76	50,000,000	50,000,000	50,000,000	49,758,600	
Negotiable CDs	06367CYA9	Bank of Montreal - Chicago Branch	10/6/2023	4.97	50,000,000	50,000,000	50,000,000	49,790,650	
Negotiable CDs	78015JMJ3	Royal Bank of Canada New York Bran	10/23/2023	5.46	50,000,000	50,000,000	50,000,000	50,011,050	
Negotiable CDs	89115BC73	Toronto-Dominion Bank - New York Br	10/23/2023	5.57	50,000,000	50,000,000	50,000,000	50,049,600	
Negotiable CDs	89115BJX9	Toronto-Dominion Bank - New York Br	11/20/2023	5.51	50,000,000	50,000,000	50,000,000	50,020,500	
Negotiable CDs	06417MN84	Bank of Nova Scotia - Houston Branch	11/21/2023	5.50	50,000,000	50,000,000	50,000,000	50,016,950	
Negotiable CDs	78015JPE1	Royal Bank of Canada New York Bran	12/18/2023	5.37	50,000,000	50,000,000	50,000,000	49,942,300	
Subtotals				3.58	\$ 1,950,000,000	\$ 1,950,000,000	\$ 1,950,000,000	\$ 1,942,340,250	
Commercial Paper	62479MN66	MUFG Bank - New York Branch	1/6/2023	0.00	\$ 50,000,000	\$ 49,822,611	\$ 49,971,389	\$ 49,957,800	
Commercial Paper	62479MQD8	MUFG Bank - New York Branch	3/13/2023	0.00	50,000,000	49,360,278	49,536,528	49,541,650	
Commercial Paper	89233HQD9	Toyota Motor Credit Corporation	3/13/2023	0.00	50,000,000	49,255,944	49,552,306	49,537,050	
Commercial Paper	62479MTG8	MUFG Bank - New York Branch	6/16/2023	0.00	50,000,000	48,751,972	48,842,611	48,884,350	
Commercial Paper	62479MTW3	MUFG Bank - New York Branch	6/30/2023	0.00	100,000,000	97,331,306	97,485,000	97,563,400	
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	6/30/2023	0.00	150,000,000	144,920,833	146,300,000	146,192,100	
Commercial Paper	62479MU35	MUFG Bank - New York Branch	7/3/2023	0.00	50,000,000	48,515,417	48,706,292	48,759,500	
Subtotals				0.00	\$ 500,000,000	\$ 487,958,361	\$ 490,394,125	\$ 490,435,850	
Money Market Funds	262006208	DREYFUS GVT CSH MGT INST	1/1/2023	4.19	\$ 749,622,219	\$ 749,622,219	\$ 749,622,219	\$ 749,622,219	
Money Market Funds	608919718	FEDERATED HRMS GV O PRMR	1/1/2023	4.15	719,870,202	719,870,202	719,870,202	719,870,202	
Money Market Funds	09248U718	BLKRR LQ:T-FUND INSTL	1/1/2023	4.04	15,039,991	15,039,991	15,039,991	15,039,991	
Money Market Funds	31607A703	FIDELITY IMM:GOVT INSTL	1/1/2023	4.15	85,945,856	85,945,856	85,945,856	85,945,856	
Money Market Funds	61747C319	MORG STAN I LQ:GV IMP	1/1/2023	4.13	60,535,882	60,535,882	60,535,882	60,535,882	
Money Market Funds	85749T517	SS INST INV:US GV MM OPP	1/1/2023	4.09	506,943,073	506,943,073	506,943,073	506,943,073	
Subtotals				4.15	\$ 2,137,957,223	\$ 2,137,957,223	\$ 2,137,957,223	\$ 2,137,957,223	
Supranationals	459058JV6	INTERNATIONAL BANK FOR RECON	4/20/2023	0.13	\$ 100,000,000	\$ 99,793,000	\$ 99,969,092	\$ 98,708,300	
Supranationals	4581X0CC0	INTER-AMERICAN DEVELOPMENT E	10/4/2023	3.00	25,756,000	26,837,752	26,209,744	25,412,260	
Supranationals	45906M3B5	INTERNATIONAL BANK FOR RECON	6/14/2024	1.98	100,000,000	100,000,000	100,000,000	96,304,000	
Supranationals	4581X0EE4	INTER-AMERICAN DEVELOPMENT E	7/1/2024	3.25	80,000,000	79,992,000	79,994,014	78,361,840	
Supranationals	459056HV2	INTERNATIONAL BANK FOR RECON	8/28/2024	1.50	50,000,000	50,984,250	50,578,127	47,519,700	
Supranationals	4581X0DZ8	INTER-AMERICAN DEVELOPMENT E	9/23/2024	0.50	50,000,000	49,595,500	49,757,837	46,610,650	

Investment Inventory Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Par Value	Book Value	Amortized		Market Value
			Date	Coupon			Book Value	Market Value	
Supranationals	45950VQG4	INTERNATIONAL FINANCE CORP	9/23/2024	0.44	10,000,000	9,918,700	9,951,921	9,261,020	
Supranationals	4581X0CM8	INTER-AMERICAN DEVELOPMENT E	1/15/2025	2.13	100,000,000	105,676,000	103,109,279	95,583,500	
Supranationals	459058JB0	INTERNATIONAL BANK FOR RECON	4/22/2025	0.63	40,000,000	40,086,000	40,052,894	36,711,960	
Supranationals	4581X0DN5	INTER-AMERICAN DEVELOPMENT E	7/15/2025	0.63	28,900,000	28,519,098	28,639,116	26,331,744	
Supranationals	45818WDG8	INTER-AMERICAN DEVELOPMENT E	2/27/2026	0.82	19,500,000	19,556,907	19,539,839	17,386,395	
Subtotals					1.54	\$ 604,156,000	\$ 610,959,207	\$ 607,801,863	\$ 578,191,369
Grand Totals					2.02	\$ 14,934,357,223	\$ 14,933,164,710	\$ 14,922,771,264	\$ 14,349,695,772

Monthly Investment Earnings

Pooled Fund

For month ended December 31, 2022

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
U.S. Treasuries	912828Z86	United States Department of The Treasury	50000000	1.375	0.1396	8/17/21	2/15/23	57,914	-52,356	0	5,559	
U.S. Treasuries	912828Z86	United States Department of The Treasury	50000000	1.375	1.0249	3/3/22	2/15/23	57,914	-14,746	0.00	43,168	
U.S. Treasuries	912828ZD5	United States Department of The Treasury	50000000	0.5	0.1627	3/18/21	3/15/23	21,409	-14,325	0	7,084	
U.S. Treasuries	91282CBU4	United States Department of The Treasury	50000000	0.125	0.1537	5/4/21	3/31/23	5,323	1,218	0	6,541	
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.252	6/24/21	6/15/23	10,619	84	0.00	10,703	
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1838	4/8/21	6/15/23	10,619	-2,807	0.00	7,812	
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1912	3/12/21	6/15/23	10,619	-2,495	0	8,124	
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	0.2459	6/24/21	6/30/23	57,945	-47,960	0	9,985	
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	1.6052	1/9/20	6/30/23	57,945	9,645	0	67,591	
U.S. Treasuries	91282CCK5	United States Department of The Treasury	50000000	0.125	0.2598	6/30/21	6/30/23	5,268	5,723	0	10,991	
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2029	4/1/21	7/31/23	52,649	-44,467	0	8,182	
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2046	4/1/21	7/31/23	52,649	-44,396	0	8,253	
U.S. Treasuries	91282CAK7	United States Department of The Treasury	50000000	0.125	0.2334	8/10/21	9/15/23	5,352	4,584	0.00	9,937	
U.S. Treasuries	912828WE6	United States Department of The Treasury	50000000	2.75	1.7265	12/17/19	11/15/23	117,749	-42,540	0	75,209	
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.2951	3/19/21	12/15/23	5,310	7,198	0.00	12,508	
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.6864	12/15/21	12/15/23	5,310	23,638	0.00	28,948	
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.7231	12/9/21	12/15/23	5,310	25,173	0	30,483	
U.S. Treasuries	9128285Z9	United States Department of The Treasury	50000000	2.5	0.3304	10/4/21	1/31/24	105,299	-91,712	0.00	13,587	
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	2.4625	4/11/22	1/31/24	36,855	65,501	0.00	102,355	
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	1.5159	2/23/22	1/31/24	36,855	26,719	0.00	63,574	
U.S. Treasuries	912828B66	United States Department of The Treasury	50000000	2.75	2.4706	4/11/22	2/15/24	115,829	-11,481	0	104,347	
U.S. Treasuries	91282CBR1	United States Department of The Treasury	50000000	0.25	1.5538	3/8/22	3/15/24	10,704	54,230	0.00	64,934	
U.S. Treasuries	91282CCC3	United States Department of The Treasury	50000000	0.25	0.4471	7/2/21	5/15/24	10,704	8,319	0.00	19,024	
U.S. Treasuries	912828XT2	United States Department of The Treasury	50000000	2	0.4302	7/6/21	5/31/24	85,165	-66,202	0	18,963	
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	2.6013	4/12/22	7/15/24	15,795	91,224	0	107,019	
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.3763	8/6/21	7/15/24	15,795	56	0.00	15,851	
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.4018	8/9/21	7/15/24	15,795	1,131	0	16,926	
U.S. Treasuries	912828Y87	United States Department of The Treasury	50000000	1.75	0.4178	3/30/21	7/31/24	73,709	-56,226	0	17,484	
U.S. Treasuries	91282CCT6	United States Department of The Treasury	50000000	0.375	0.4437	8/25/21	8/15/24	15,795	2,899	0	18,694	
U.S. Treasuries	912828YM6	United States Department of The Treasury	50000000	1.5	0.5059	4/15/21	10/31/24	64,227	-41,798	0	22,428	
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.5199	3/9/21	11/15/24	96,340	-72,728	0	23,612	
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.4798	3/12/21	11/15/24	96,340	-74,467	0.00	21,873	
U.S. Treasuries	912828YY0	United States Department of The Treasury	50000000	1.75	0.5654	3/15/21	12/31/24	73,749	-49,765	0	23,984	
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5773	3/30/21	1/31/25	57,914	-33,489	0	24,426	
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5723	4/15/21	1/31/25	57,914	-33,700	0.00	24,214	
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6083	3/15/21	2/28/25	48,170	-21,690	0.00	26,480	
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6095	3/31/21	2/28/25	48,170	-21,636	0.00	26,534	
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.582	4/19/21	3/31/25	21,291	3,443	0.00	24,734	
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.6127	4/15/21	3/31/25	21,291	4,732	0	26,023	
U.S. Treasuries	912828ZL7	United States Department of The Treasury	50000000	0.375	0.5719	5/18/21	4/30/25	16,057	8,266	0.00	24,323	
U.S. Treasuries	912828XB1	United States Department of The Treasury	50000000	2.125	0.5683	9/2/21	5/15/25	90,988	-65,387	0	25,601	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6999	3/9/21	6/30/25	10,536	18,849	0.00	29,384	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6499	5/13/21	6/30/25	10,536	16,772	0	27,307	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6014	7/12/21	6/30/25	10,536	14,750	0.00	25,286	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6015	5/12/21	6/30/25	10,536	14,756	0	25,291	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	1.035	12/7/21	6/30/25	10,536	32,670	0.00	43,206	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6165	5/18/21	6/30/25	10,536	15,378	0.00	25,914	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5087	8/5/21	6/30/25	10,536	10,877	0	21,413	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6534	3/8/21	6/30/25	10,536	16,915	0.00	27,450	
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5577	8/6/21	6/30/25	10,536	12,926	0	23,461	
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5731	8/6/21	7/31/25	10,530	13,566	0	24,096	
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5241	8/5/21	7/31/25	10,530	11,519	0	22,049	
U.S. Treasuries	91282CFK2	United States Department of The Treasury	50000000	3.5	4.2532	10/7/22	9/15/25	149,862	26,696	0	176,558	

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.6619	5/12/21	9/30/25	10,646	17,234	0.00	27,880	
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.5983	7/26/21	9/30/25	10,646	14,592	0.00	25,237	
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.5534	2/25/21	10/31/25	10,704	12,719	0.00	23,423	
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6509	3/2/21	10/31/25	10,704	16,771	0.00	27,476	
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6643	3/4/21	10/31/25	10,704	17,325	0	28,029	
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.603	2/25/21	12/31/25	15,803	9,544	0	25,347	
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.6805	2/26/21	12/31/25	15,803	12,767	0.00	28,570	
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8639	7/2/21	4/30/26	32,113	4,739	0	36,853	
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8926	6/28/21	4/30/26	32,113	5,928	0	38,041	
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.8077	8/27/21	5/15/26	69,579	-34,036	0	35,543	
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.6941	7/23/21	5/15/26	69,579	-38,871	0.00	30,707	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.3228	1/4/22	6/30/26	36,874	18,408	0.00	55,282	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7398	7/22/21	6/30/26	36,874	-5,639	0	31,236	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.9018	9/24/21	6/30/26	36,874	1,114	0.00	37,988	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.903	7/2/21	6/30/26	36,874	1,162	0	38,036	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7749	8/10/21	6/30/26	36,874	-4,172	0.00	32,702	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.8461	7/14/21	6/30/26	36,874	-1,203	0	35,671	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.0519	10/14/21	6/30/26	36,874	7,322	0	44,196	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7063	8/6/21	6/30/26	36,874	-7,040	0.00	29,835	
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7326	7/22/21	6/30/26	36,874	-5,941	0.00	30,934	
U.S. Treasuries	91282CCW9	United States Department of The Treasury	50000000	0.75	0.9795	9/28/21	8/31/26	32,113	9,496	0.00	41,609	
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.0103	10/8/21	9/30/26	37,260	5,595	0.00	42,855	
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.003	10/8/21	9/30/26	37,260	5,295	0.00	42,555	
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.159	10/19/21	9/30/26	37,260	11,694	0.00	48,954	
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.2013	12/7/21	11/30/26	53,228	-1,997	0.00	51,231	
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.22	12/3/21	11/30/26	53,228	-1,229	0.00	51,999	
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	2.5854	3/29/22	11/30/26	53,228	53,063	0.00	106,291	
U.S. Treasuries	91282CDQ1	United States Department of The Treasury	50000000	1.25	2.5489	3/29/22	12/31/26	52,678	51,594	0.00	104,271	
U.S. Treasuries	91282CEF4	United States Department of The Treasury	25000000	2.5	2.7091	4/6/22	3/31/27	53,228	4,125	0.00	57,353	
Subtotals			\$ 4,075,000,000					\$ 3,066,142	\$ (176,558)	\$ -	\$ 2,889,584	
Federal Agencies	3133EMS45	Federal Farm Credit Banks Funding Corpor:	\$ -	0.11	0.11	7/14/21	12/14/22	\$ 1,986	\$ 178	\$ -	\$ 2,164	
Federal Agencies	313385T48	Federal Home Loan Banks	-	0.00	0.00	12/15/22	12/16/22	-	5,556	-	5,556	
Federal Agencies	313385T48	Federal Home Loan Banks	-	0.00	0.00	12/15/22	12/16/22	-	5,556	-	5,556	
Federal Agencies	313385T48	Federal Home Loan Banks	-	0.00	0.00	12/15/22	12/16/22	-	5,556	-	5,556	
Federal Agencies	313385T48	Federal Home Loan Banks	-	0.00	0.00	12/15/22	12/16/22	-	5,556	-	5,556	
Federal Agencies	313385T71	Federal Home Loan Banks	-	0.00	0.00	12/16/22	12/19/22	-	17,000	-	17,000	
Federal Agencies	313385T71	Federal Home Loan Banks	-	0.00	0.00	12/16/22	12/19/22	-	17,000	-	17,000	
Federal Agencies	313385T71	Federal Home Loan Banks	-	0.00	0.00	12/16/22	12/19/22	-	17,000	-	17,000	
Federal Agencies	313385T71	Federal Home Loan Banks	-	0.00	0.00	12/16/22	12/19/22	-	17,000	-	17,000	
Federal Agencies	313385T89	Federal Home Loan Banks	-	0.00	0.00	12/19/22	12/20/22	-	5,764	-	5,764	
Federal Agencies	313385T89	Federal Home Loan Banks	-	0.00	0.00	12/19/22	12/20/22	-	5,764	-	5,764	
Federal Agencies	313385T97	Federal Home Loan Banks	-	0.00	0.00	12/20/22	12/21/22	-	5,736	-	5,736	
Federal Agencies	313385T97	Federal Home Loan Banks	-	0.00	0.00	12/20/22	12/21/22	-	5,736	-	5,736	
Federal Agencies	3133EMWK4	Federal Farm Credit Banks Funding Corpor:	60,000,000	0.14	0.15	5/18/21	1/19/23	7,000	639	-	7,639	
Federal Agencies	3133ELJH8	Federal Farm Credit Banks Funding Corpor:	10,140,000	1.60	0.75	3/25/20	1/23/23	13,520	(7,320)	-	6,201	
Federal Agencies	3133EMPH9	Federal Farm Credit Banks Funding Corpor:	45,500,000	0.13	1.10	3/3/22	2/3/23	4,740	37,134	-	41,874	
Federal Agencies	3133827H0	Federal Home Loan Banks	44,400,000	2.14	1.08	3/7/22	2/6/23	79,180	(39,367)	-	39,813	
Federal Agencies	3133ENDQ0	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.16	0.32	11/12/21	2/10/23	6,667	6,828	-	13,494	
Federal Agencies	3133EMUH3	Federal Farm Credit Banks Funding Corpor:	65,000,000	0.13	0.16	3/31/21	3/23/23	6,771	1,926	-	8,697	
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor:	20,000,000	0.13	0.19	4/13/21	4/13/23	2,083	1,121	-	3,204	
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.13	0.19	4/13/21	4/13/23	2,604	1,401	-	4,006	
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.19	4/13/21	4/13/23	5,208	2,803	-	8,011	
Federal Agencies	3133EMXM9	Federal Farm Credit Banks Funding Corpor:	44,500,000	0.13	0.17	5/5/21	4/27/23	4,635	1,622	-	6,257	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor:	12,500,000	0.13	0.19	5/10/21	5/10/23	1,302	679	-	1,982	
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.13	0.19	5/10/21	5/10/23	2,604	1,359	-	3,963	
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor:	75,000,000	0.13	0.19	5/10/21	5/10/23	7,813	4,077	-	11,889	
Federal Agencies	3130AMRY0	Federal Home Loan Banks	15,000,000	0.13	0.17	6/4/21	6/2/23	1,563	588	-	2,150	
Federal Agencies	3133EMF31	Federal Farm Credit Banks Funding Corpor:	100,000,000	0.13	0.16	6/2/21	6/2/23	10,417	2,633	-	13,050	
Federal Agencies	3133EMH96	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.26	6/28/21	6/14/23	5,208	5,851	-	11,060	
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor:	48,067,000	0.20	0.53	12/14/21	6/26/23	8,011	13,355	-	21,366	
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.20	0.22	8/26/21	6/26/23	8,333	932	-	9,265	
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.20	7/14/21	7/14/23	5,208	3,066	-	8,275	
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.22	7/14/21	7/14/23	5,208	3,939	-	9,147	
Federal Agencies	3133ENEY2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.45	0.45	11/24/21	7/24/23	18,750	179	-	18,929	
Federal Agencies	3133EM2E1	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.16	0.19	8/10/21	8/10/23	6,667	1,274	-	7,941	
Federal Agencies	3137EAEV7	Federal Home Loan Mortgage Corporation	40,776,000	0.25	0.58	12/6/21	8/24/23	8,495	11,550	-	20,045	
Federal Agencies	313384LJ6	Federal Home Loan Banks	50,000,000	0.00	4.77	11/7/22	9/6/23	-	198,917	-	198,917	
Federal Agencies	3130AJXD6	Federal Home Loan Banks	20,975,000	0.13	0.59	12/14/21	9/8/23	2,185	8,259	-	10,444	
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.12	7/27/22	9/8/23	70,313	(5,319)	-	64,994	
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.11	7/27/22	9/8/23	70,313	(5,452)	-	64,861	
Federal Agencies	313383YJ4	Federal Home Loan Banks	40,000,000	3.38	3.14	7/28/22	9/8/23	112,500	(7,769)	-	104,731	
Federal Agencies	3135G0U43	Federal National Mortgage Association	29,648,000	2.88	0.66	12/9/21	9/12/23	71,032	(55,303)	-	15,729	
Federal Agencies	3133EM6N7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.17	0.22	9/27/21	9/27/23	7,083	2,123	-	9,207	
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960	
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960	
Federal Agencies	3133ENGF1	Federal Farm Credit Banks Funding Corpor:	75,000,000	0.50	0.57	12/3/21	12/1/23	31,250	4,631	-	35,881	
Federal Agencies	3130A3VC5	Federal Home Loan Banks	10,000,000	2.25	0.73	12/10/21	12/8/23	18,750	(12,817)	-	5,933	
Federal Agencies	3130A3VC5	Federal Home Loan Banks	30,000,000	2.25	0.73	12/10/21	12/8/23	56,250	(38,452)	-	17,798	
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	527	-	14,693	
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:	62,000,000	0.68	0.70	12/20/21	12/20/23	35,133	1,253	-	36,387	
Federal Agencies	3130AU4V3	Federal Home Loan Banks	11,000,000	4.80	4.81	12/8/22	1/8/24	33,733	67	-	33,800	
Federal Agencies	3130AU4V3	Federal Home Loan Banks	25,000,000	4.80	4.85	12/8/22	1/8/24	76,667	758	-	77,424	
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor:	11,856,000	0.90	1.44	3/3/22	1/18/24	8,892	5,296	-	14,188	
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.90	1.21	2/1/22	1/18/24	37,500	12,946	-	50,446	
Federal Agencies	3130AFW94	Federal Home Loan Banks	39,010,000	2.50	0.62	11/12/21	2/13/24	81,271	(61,729)	-	19,542	
Federal Agencies	3133ELNE0	Federal Farm Credit Banks Funding Corpor:	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,891)	-	14,533	
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093	
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093	
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	1,019	-	21,853	
Federal Agencies	3130ARHG9	Federal Home Loan Banks	11,000,000	2.13	2.18	3/25/22	2/28/24	19,479	551	-	20,031	
Federal Agencies	3130ARHG9	Federal Home Loan Banks	25,000,000	2.13	2.18	3/25/22	2/28/24	44,271	1,253	-	45,524	
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	10,000,000	4.75	4.65	11/15/22	3/8/24	39,583	(861)	-	38,723	
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	20,000,000	4.75	4.75	11/18/22	3/8/24	79,167	(52)	-	79,115	
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	25,000,000	4.75	4.81	12/8/22	3/8/24	75,868	947	-	76,815	
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	30,000,000	4.75	4.75	11/18/22	3/8/24	118,750	(117)	-	118,633	
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	30,000,000	4.75	4.81	12/8/22	3/8/24	91,042	1,137	-	92,179	
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,711	-	14,211	
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,713	-	14,213	
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor:	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(132)	-	4,693	
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor:	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(236)	-	8,346	
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor:	39,000,000	0.35	0.34	5/4/21	4/22/24	11,375	(312)	-	11,063	
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor:	45,000,000	2.63	2.69	5/16/22	5/16/24	98,438	2,576	-	101,014	
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.63	2.69	5/16/22	5/16/24	109,375	2,863	-	112,238	
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.63	2.69	6/10/22	6/10/24	109,375	2,735	-	112,110	
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.63	2.69	6/10/22	6/10/24	109,375	2,735	-	112,110	
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	15,955,000	2.88	2.71	5/18/22	6/14/24	38,226	(2,186)	-	36,040	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	/Net Earnings
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	17,980,000	2.88	2.70	5/18/22	6/14/24	43,077	(2,610)	-	-	40,467
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	25,500,000	2.88	2.77	5/12/22	6/14/24	61,094	(2,131)	-	-	58,962
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	50,000,000	2.88	2.67	5/16/22	6/14/24	119,792	(8,321)	-	-	111,471
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,000,000	3.13	3.31	7/22/22	6/14/24	72,917	4,271	-	-	77,188
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,210,000	3.13	3.31	7/22/22	6/14/24	73,464	4,253	-	-	77,716
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,251	-	-	68,959
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,240	-	-	68,949
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.25	3.28	6/17/22	6/17/24	135,417	1,272	-	-	136,689
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	573	-	-	65,156
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	530	-	-	65,113
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.10	3.13	6/28/22	6/28/24	129,167	1,145	-	-	130,312
Federal Agencies	3130ASME6	Federal Home Loan Banks	10,000,000	3.00	3.10	7/8/22	7/8/24	25,000	823	-	-	25,823
Federal Agencies	3130ASME6	Federal Home Loan Banks	15,000,000	3.00	3.10	7/8/22	7/8/24	37,500	1,234	-	-	38,734
Federal Agencies	3130ASME6	Federal Home Loan Banks	17,500,000	3.00	3.10	7/8/22	7/8/24	43,750	1,440	-	-	45,190
Federal Agencies	3133EMV25	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.45	0.39	8/6/21	7/23/24	18,750	(2,636)	-	-	16,114
Federal Agencies	3133ENJ84	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.38	3.46	8/26/22	8/26/24	140,625	3,541	-	-	144,166
Federal Agencies	3130ATVD6	Federal Home Loan Banks	50,000,000	4.88	4.81	11/10/22	9/13/24	203,125	(2,856)	-	-	200,269
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.43	0.46	9/23/21	9/23/24	8,958	714	-	-	9,673
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	-	19,345
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	-	19,345
Federal Agencies	3133ENP79	Federal Farm Credit Banks Funding Corpor:	50,000,000	4.25	4.25	9/26/22	9/26/24	177,083	170	-	-	177,253
Federal Agencies	3130ATT31	Federal Home Loan Banks	50,000,000	4.50	4.65	11/1/22	10/3/24	187,500	6,160	-	-	193,660
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	-	7,617
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	-	7,617
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.88	0.91	11/18/21	11/18/24	36,458	1,626	-	-	38,085
Federal Agencies	3133ENZ94	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.50	4.56	11/18/22	11/18/24	93,750	1,124	-	-	94,874
Federal Agencies	3133ELCP7	Federal Farm Credit Banks Funding Corpor:	25,000,000	1.63	1.66	12/3/19	12/3/24	33,854	679	-	-	34,533
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.92	0.95	12/9/21	12/9/24	38,333	1,047	-	-	39,380
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.92	0.93	12/9/21	12/9/24	38,333	424	-	-	38,758
Federal Agencies	3133EN4N7	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.25	4.34	12/20/22	12/20/24	12,986	281	-	-	13,267
Federal Agencies	3133EN4N7	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.25	4.35	12/20/22	12/20/24	32,465	747	-	-	33,212
Federal Agencies	3133EN4N7	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.25	4.35	12/20/22	12/20/24	32,465	747	-	-	33,212
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	20,000,000	1.13	1.20	1/11/22	1/6/25	18,750	1,279	-	-	20,029
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	-	25,036
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	-	25,036
Federal Agencies	3135G0X24	Federal National Mortgage Association	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(35,924)	-	-	16,969
Federal Agencies	3133ENZ37	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.88	4.88	11/10/22	1/10/25	40,625	23	-	-	40,648
Federal Agencies	3133ENZ37	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.88	4.88	11/10/22	1/10/25	81,250	47	-	-	81,297
Federal Agencies	3133ENZ37	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.88	4.88	11/10/22	1/10/25	81,250	16	-	-	81,266
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	196	-	-	18,946
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	654	-	-	63,154
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	53,532,000	1.50	0.55	4/21/21	2/12/25	66,915	(42,685)	-	-	24,230
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor:	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	159	-	-	16,293
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor:	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	614	-	-	24,814
Federal Agencies	3133EMWT5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.60	0.61	4/21/21	4/21/25	25,000	562	-	-	25,562
Federal Agencies	3135G03U5	Federal National Mortgage Association	37,938,000	0.63	1.08	12/8/21	4/22/25	19,759	14,359	-	-	34,119
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	1.08	12/8/21	4/22/25	26,042	19,039	-	-	45,081
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	0.57	7/12/21	4/22/25	26,042	(2,426)	-	-	23,616
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor:	6,000,000	2.85	2.90	5/23/22	5/23/25	14,250	238	-	-	14,488
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor:	20,000,000	2.85	2.90	5/23/22	5/23/25	47,500	792	-	-	48,292
Federal Agencies	3130ASG86	Federal Home Loan Banks	11,940,000	3.38	3.19	8/4/22	6/13/25	33,581	(1,787)	-	-	31,794

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Expense		Gain/(Loss)	/Net Earnings	
Federal Agencies	3130ASG86	Federal Home Loan Banks	12,700,000	3.38	3.07	8/3/22	6/13/25	35,719	(3,146)	-	32,573	
Federal Agencies	3133EN4B3	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.25	4.28	12/13/22	6/13/25	31,875	228	-	32,103	
Federal Agencies	3133EN4B3	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.25	4.28	12/13/22	6/13/25	31,875	242	-	32,117	
Federal Agencies	3133EN4B3	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.25	4.28	12/13/22	6/13/25	31,875	212	-	32,087	
Federal Agencies	3133ENYQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.95	2.97	6/13/22	6/13/25	122,917	693	-	123,610	
Federal Agencies	3135G04Z3	Federal National Mortgage Association	4,655,000	0.50	1.11	12/8/21	6/17/25	1,940	2,369	-	4,309	
Federal Agencies	3135G04Z3	Federal National Mortgage Association	10,000,000	0.50	1.11	12/8/21	6/17/25	4,167	5,068	-	9,235	
Federal Agencies	3130AN4A5	Federal Home Loan Banks	17,680,000	0.70	0.62	7/12/21	6/30/25	10,313	(1,169)	-	9,145	
Federal Agencies	3135G05X7	Federal National Mortgage Association	25,000,000	0.38	0.66	3/4/21	8/25/25	7,813	5,987	-	13,799	
Federal Agencies	3135G05X7	Federal National Mortgage Association	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	12,045	-	34,701	
Federal Agencies	3130A8ZQ9	Federal Home Loan Banks	10,295,000	1.75	1.03	11/2/21	9/12/25	15,014	(6,163)	-	8,850	
Federal Agencies	3137EAEX3	Federal Home Loan Mortgage Corporation	22,600,000	0.38	0.67	3/4/21	9/23/25	7,063	5,676	-	12,738	
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor:	39,675,000	1.05	1.08	11/17/21	11/17/25	34,716	1,120	-	35,835	
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor:	55,000,000	1.05	1.09	11/17/21	11/17/25	48,125	1,634	-	49,759	
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor:	45,000,000	1.17	1.20	12/16/21	12/16/25	43,875	974	-	44,849	
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor:	50,000,000	1.17	1.20	12/16/21	12/16/25	48,750	1,082	-	49,832	
Federal Agencies	3133EN5E6	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.00	4.11	12/29/22	12/29/25	3,333	124	-	3,457	
Federal Agencies	3133EN5E6	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.00	4.11	12/29/22	12/29/25	4,444	165	-	4,610	
Federal Agencies	3133EN5E6	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.00	4.11	12/29/22	12/29/25	5,556	209	-	5,764	
Federal Agencies	3133ENJ35	Federal Farm Credit Banks Funding Corpor:	35,000,000	3.32	3.36	8/25/22	2/25/26	96,833	1,026	-	97,859	
Federal Agencies	3133EMZ21	Federal Farm Credit Banks Funding Corpor:	15,500,000	0.69	0.75	8/9/21	4/6/26	8,913	763	-	9,675	
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor:	20,000,000	2.64	2.69	4/8/22	4/8/26	44,000	823	-	44,823	
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor:	30,000,000	2.64	2.69	4/8/22	4/8/26	66,000	1,235	-	67,235	
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	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	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875	
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	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	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	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	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	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date	Date		Expense	Gain/(Loss)	Net Earnings
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/22	48,958	-	-	48,958	
Federal Agencies	3133ENRD4	Federal Farm Credit Banks Funding Corpor:	48,573,000	1.68	2.18	3/16/22	3/10/27	68,002	19,434	-	87,436	
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	22,500,000	2.60	2.70	4/6/22	4/5/27	48,750	1,829	-	50,579	
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	24,500,000	2.60	2.71	4/6/22	4/5/27	53,083	2,089	-	55,172	
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	25,000,000	2.60	2.77	4/6/22	4/5/27	54,167	3,329	-	57,496	
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	4,650,000	4.13	4.14	11/17/22	5/17/27	15,984	61	-	16,045	
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	5,000,000	4.13	4.14	11/17/22	5/17/27	17,188	65	-	17,253	
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	21,000,000	4.13	4.14	11/17/22	5/17/27	72,188	245	-	72,433	
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.13	4.14	11/17/22	5/17/27	85,938	326	-	86,263	
Federal Agencies	3130ASGU7	Federal Home Loan Banks	10,000,000	3.50	3.19	7/19/22	6/11/27	29,167	(2,453)	-	26,713	
Federal Agencies	3130ASGU7	Federal Home Loan Banks	12,375,000	3.50	3.18	7/19/22	6/11/27	36,094	(3,083)	-	33,011	
Federal Agencies	3130ASGU7	Federal Home Loan Banks	21,725,000	3.50	3.20	7/20/22	6/11/27	63,365	(5,058)	-	58,307	
Federal Agencies	3133ENZK9	Federal Farm Credit Banks Funding Corpor:	27,865,000	3.24	3.06	7/7/22	6/28/27	75,236	(3,993)	-	71,242	
Subtotals			\$ 5,637,244,000					\$ 7,134,524	\$ 249,537	\$ -	\$ 7,384,060	
Public Time Deposits	PPFT6Q6D2	Bank of San Francisco	\$ -	1.64	1.64	6/6/22	12/5/22	\$ 1,822	\$ -	\$ -	\$ 1,822	
Public Time Deposits	PPFR6ZB99	Bridge Bank	-	2.39	2.39	6/20/22	12/19/22	13,702	-	-	13,702	
Public Time Deposits	PPFQECA11	Bridge Bank	10,000,000	3.57	3.57	9/19/22	3/20/23	30,321	-	-	30,321	
Public Time Deposits	PPFTL68P0	Bank of San Francisco	10,000,000	4.69	4.69	12/5/22	6/5/23	35,175	-	-	35,175	
Public Time Deposits	PPG03UL74	Bridge Bank	10,000,000	4.72	4.72	12/19/22	6/19/23	16,811	-	-	16,811	
Subtotals			\$ 30,000,000					\$ 97,831	\$ -	\$ -	\$ 97,831	
Negotiable CDs	78012U2E4	Royal Bank of Canada New York Branch	\$ -	0.48	0.48	12/2/21	12/2/22	\$ 667	\$ -	\$ -	\$ 667	
Negotiable CDs	89114WM36	Toronto-Dominion Bank - New York Branch	-	0.48	0.48	12/2/21	12/2/22	667	-	-	667	
Negotiable CDs	06367CPS0	Bank of Montreal - Chicago Branch	-	0.52	0.52	12/8/21	12/7/22	4,333	-	-	4,333	
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Branch	-	0.57	0.57	1/6/22	12/30/22	4,592	-	-	4,592	
Negotiable CDs	89114WP58	Toronto-Dominion Bank - New York Branch	-	0.57	0.57	1/6/22	12/30/22	22,958	-	-	22,958	
Negotiable CDs	89114WVW3	Toronto-Dominion Bank - New York Branch	50,000,000	2.26	2.26	5/9/22	1/4/23	97,306	-	-	97,306	
Negotiable CDs	06367CTW7	Bank of Montreal - Chicago Branch	50,000,000	1.92	1.92	4/6/22	1/13/23	82,667	-	-	82,667	
Negotiable CDs	89114WU94	Toronto-Dominion Bank - New York Branch	50,000,000	1.92	1.92	4/6/22	1/13/23	82,667	-	-	82,667	
Negotiable CDs	06367CUZ8	Bank of Montreal - Chicago Branch	50,000,000	2.28	2.28	5/12/22	1/18/23	98,167	-	-	98,167	
Negotiable CDs	89114WVX9	Toronto-Dominion Bank - New York Branch	50,000,000	2.36	2.36	5/9/22	1/24/23	101,611	-	-	101,611	
Negotiable CDs	78012U5C5	Royal Bank of Canada New York Branch	50,000,000	2.00	2.00	4/14/22	1/27/23	86,111	-	-	86,111	
Negotiable CDs	06367CSR9	Bank of Montreal - Chicago Branch	50,000,000	1.18	1.18	3/1/22	1/30/23	50,806	-	-	50,806	
Negotiable CDs	89114WQL2	Toronto-Dominion Bank - New York Branch	50,000,000	0.95	0.95	2/3/22	1/30/23	40,903	-	-	40,903	
Negotiable CDs	06367CSM0	Bank of Montreal - Chicago Branch	50,000,000	1.35	1.35	2/28/22	2/13/23	58,125	-	-	58,125	
Negotiable CDs	89114WRW7	Toronto-Dominion Bank - New York Branch	50,000,000	1.35	1.35	2/28/22	2/13/23	58,125	-	-	58,125	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Branch	50,000,000	2.16	2.16	4/12/22	2/27/23	93,000	-	-	93,000	
Negotiable CDs	89114WUU7	Toronto-Dominion Bank - New York Branch	50,000,000	2.16	2.16	4/12/22	2/27/23	93,000	-	-	93,000	
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	50,000,000	2.60	2.60	5/17/22	3/27/23	111,944	-	-	111,944	
Negotiable CDs	78012U524	Royal Bank of Canada New York Branch	50,000,000	2.58	2.58	5/24/22	3/27/23	111,083	-	-	111,083	
Negotiable CDs	65602Y3E8	Norinchukin Bank - New York Branch	50,000,000	5.20	5.20	11/9/22	5/8/23	223,889	-	-	223,889	
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Branch	50,000,000	3.71	3.71	6/21/22	6/15/23	159,736	-	-	159,736	
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Branch	50,000,000	3.68	3.68	6/28/22	6/15/23	158,444	-	-	158,444	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	50,000,000	3.60	3.60	7/5/22	6/15/23	155,000	-	-	155,000	
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	50,000,000	3.60	3.60	7/5/22	6/15/23	155,000	-	-	155,000	
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	50,000,000	3.92	3.92	7/21/22	6/30/23	168,778	-	-	168,778	
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Branch	50,000,000	3.90	3.90	7/19/22	6/30/23	167,917	-	-	167,917	
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	50,000,000	3.75	3.75	7/12/22	7/3/23	161,458	-	-	161,458	
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	50,000,000	3.84	3.84	7/27/22	7/3/23	165,333	-	-	165,333	
Negotiable CDs	06367D2M6	Bank of Montreal - Chicago Branch	50,000,000	5.30	5.30	12/5/22	7/3/23	198,750	-	-	198,750	
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	50,000,000	3.73	3.73	8/1/22	7/3/23	160,597	-	-	160,597	
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Branch	50,000,000	3.73	3.73	7/12/22	7/3/23	160,597	-	-	160,597	
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Branch	50,000,000	4.02	4.02	8/8/22	7/3/23	173,083	-	-	173,083	

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity		Amort.	Realized	Earned Income
							Date	Earned Interest			
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	50,000,000	4.23	4.23	9/1/22	8/28/23	182,125	-	-	182,125
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Branch	50,000,000	4.75	4.75	9/20/22	9/20/23	204,514	-	-	204,514
Negotiable CDs	06367CY27	Bank of Montreal - Chicago Branch	50,000,000	4.80	4.80	10/3/22	9/22/23	206,667	-	-	206,667
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Branch	50,000,000	4.81	4.81	9/30/22	9/22/23	207,097	-	-	207,097
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	50,000,000	4.82	4.82	9/28/22	9/25/23	207,528	-	-	207,528
Negotiable CDs	78015JH67	Royal Bank of Canada New York Branch	50,000,000	4.76	4.76	9/28/22	9/25/23	204,944	-	-	204,944
Negotiable CDs	06367CYA9	Bank of Montreal - Chicago Branch	50,000,000	4.97	4.97	10/6/22	10/6/23	213,986	-	-	213,986
Negotiable CDs	78015JMJ3	Royal Bank of Canada New York Branch	50,000,000	5.46	5.46	11/16/22	10/23/23	235,083	-	-	235,083
Negotiable CDs	89115BC73	Toronto-Dominion Bank - New York Branch	50,000,000	5.57	5.57	11/2/22	10/23/23	239,819	-	-	239,819
Negotiable CDs	89115BJX9	Toronto-Dominion Bank - New York Branch	50,000,000	5.51	5.51	12/2/22	11/20/23	229,583	-	-	229,583
Negotiable CDs	06417MN84	Bank of Nova Scotia - Houston Branch	50,000,000	5.50	5.50	12/5/22	11/21/23	206,250	-	-	206,250
Negotiable CDs	78015JPE1	Royal Bank of Canada New York Branch	50,000,000	5.37	5.37	12/19/22	12/18/23	96,958	-	-	96,958
Subtotals			\$ 1,950,000,000					\$ 5,841,869	\$ -	\$ -	\$ 5,841,869
Commercial Paper	62479MMF7	MUFG Bank - New York Branch	\$ -	0.00	0.00	11/15/22	12/15/22	\$ -	\$ 76,222	\$ -	\$ 76,222
Commercial Paper	62479MMK6	MUFG Bank - New York Branch	-	0.00	0.00	11/16/22	12/19/22	-	98,500	-	98,500
Commercial Paper	03785EMM3	Apple Inc.	-	0.00	0.00	12/5/22	12/21/22	-	85,111	-	85,111
Commercial Paper	62479MN66	MUFG Bank - New York Branch	50,000,000	0.00	4.17	12/6/22	1/6/23	-	148,778	-	148,778
Commercial Paper	62479MQD8	MUFG Bank - New York Branch	50,000,000	0.00	4.79	12/5/22	3/13/23	-	176,250	-	176,250
Commercial Paper	89233HQD9	Toyota Motor Credit Corporation	50,000,000	0.00	4.63	11/15/22	3/13/23	-	195,472	-	195,472
Commercial Paper	62479MTG8	MUFG Bank - New York Branch	50,000,000	0.00	5.15	12/19/22	6/16/23	-	90,639	-	90,639
Commercial Paper	62479MTW3	MUFG Bank - New York Branch	50,000,000	0.00	5.16	12/21/22	6/30/23	-	76,847	-	76,847
Commercial Paper	62479MTW3	MUFG Bank - New York Branch	50,000,000	0.00	5.16	12/21/22	6/30/23	-	76,847	-	76,847
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	50,000,000	0.00	4.66	10/3/22	6/30/23	-	195,042	-	195,042
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	50,000,000	0.00	5.28	11/2/22	6/30/23	-	220,444	-	220,444
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	50,000,000	0.00	5.31	11/8/22	6/30/23	-	221,736	-	221,736
Commercial Paper	62479MU35	MUFG Bank - New York Branch	50,000,000	0.00	5.23	12/5/22	7/3/23	-	190,875	-	190,875
Subtotals			\$ 500,000,000					\$ -	\$ 1,852,764	\$ -	\$ 1,852,764
Money Market Funds	262006208	Dreyfus Government Cash Management Fu	\$ 749,622,219	4.19	4.19	12/31/22	1/1/23	\$ 2,377,938	\$ -	\$ -	\$ 2,377,938
Money Market Funds	608919718	Money Market Obligations Trust - Federatec	719,870,202	4.15	4.16	12/31/22	1/1/23	2,167,836	-	-	2,167,836
Money Market Funds	09248U718	BlackRock Liquidity Funds - T-Fund	15,088,802	4.04	4.04	12/31/22	1/1/23	48,812	-	-	48,812
Money Market Funds	31607A703	Fidelity Colchester Street Trust - Governme	85,945,856	4.15	4.11	12/31/22	1/1/23	411,578	-	-	411,578
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Funds	60,535,882	4.13	4.08	12/31/22	1/1/23	126,200	-	-	126,200
Money Market Funds	85749T517	State Street Institutional U.S. Government M	506,943,073	4.09	4.08	12/31/22	1/1/23	1,664,934	-	-	1,664,934
Subtotals			\$ 2,138,006,035					\$ 6,797,297	\$ -	\$ -	\$ 6,797,297
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	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	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
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	45950VQG4	International Finance Corporation	10,000,000	0.44	0.72	10/22/21	9/23/24	3,667	2,286	-	5,953
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	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	45818WDG8	Inter-American Development Bank	19,500,000	0.82	0.75	8/25/21	2/27/26	13,325	(1,037)	-	12,288
Subtotals			\$ 604,156,000					\$ 769,884	\$ (175,028)	\$ -	\$ 594,856
Grand Totals			\$ 14,934,406,035					\$ 23,707,547	\$ 1,750,715	\$ -	\$ 25,458,261

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended December 31, 2022

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Purchase	12/1/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	\$ 134,000,000	4.19	3.62	\$ 1.00	\$ -	\$(134,000,000)
Purchase	12/1/22	1/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	224,792	4.04	3.59	1.00	-	(224,792)
Purchase	12/2/22	11/20/23	Negotiable CDs	Toronto-Dominion Bank - New York	189115BJX9	50,000,000	5.51	5.51	100.00	-	(50,000,000)
Purchase	12/2/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	140,000,000	4.19	3.71	1.00	-	(140,000,000)
Purchase	12/5/22	12/21/22	Commercial Paper	Apple Inc.	03785EMM3	50,000,000	0.00	3.88	99.83	-	(49,914,889)
Purchase	12/5/22	11/21/23	Negotiable CDs	Bank of Nova Scotia - Houston Branch	06417MN84	50,000,000	5.50	5.69	100.00	-	(50,000,000)
Purchase	12/5/22	7/3/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367D2M6	50,000,000	5.30	5.35	100.00	-	(50,000,000)
Purchase	12/5/22	3/13/23	Commercial Paper	MUFG Bank - New York Branch	62479MQD8	50,000,000	0.00	4.51	98.72	-	(49,360,278)
Purchase	12/5/22	7/3/23	Commercial Paper	MUFG Bank - New York Branch	62479MUJ35	50,000,000	0.00	5.15	97.03	-	(48,515,417)
Purchase	12/5/22	6/5/23	Public Time Deposits	Bank of San Francisco	PPFTL68P0	10,000,000	4.69	0.00	100.00	-	(10,000,000)
Purchase	12/6/22	1/6/23	Commercial Paper	MUFG Bank - New York Branch	62479MN66	50,000,000	0.00	4.13	99.65	-	(49,822,611)
Purchase	12/6/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	100,000,000	4.19	3.70	1.00	-	(100,000,000)
Purchase	12/6/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	132,000,000	4.15	3.69	1.00	-	(132,000,000)
Purchase	12/7/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	110,000,000	4.19	3.71	1.00	-	(110,000,000)
Purchase	12/7/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	100,000,000	4.15	3.69	1.00	-	(100,000,000)
Purchase	12/8/22	1/8/24	Federal Agencies	Federal Home Loan Banks	3130AU4V3	11,000,000	4.80	4.81	99.99	-	(10,998,900)
Purchase	12/8/22	1/8/24	Federal Agencies	Federal Home Loan Banks	3130AU4V3	25,000,000	4.80	4.68	99.95	-	(24,987,500)
Purchase	12/8/22	3/8/24	Federal Agencies	Federal Home Loan Banks	3130ATUQ8	25,000,000	4.75	4.68	99.93	(112,153)	(25,094,153)
Purchase	12/8/22	3/8/24	Federal Agencies	Federal Home Loan Banks	3130ATUQ8	30,000,000	4.75	4.68	99.93	(134,583)	(30,112,983)
Purchase	12/8/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	30,000,000	4.19	3.71	1.00	-	(30,000,000)
Purchase	12/9/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	94,000,000	4.15	3.67	1.00	-	(94,000,000)
Purchase	12/9/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	60,000,000	4.15	3.69	1.00	-	(60,000,000)
Purchase	12/12/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	40,000,000	4.19	3.75	1.00	-	(40,000,000)
Purchase	12/12/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	150,000,000	4.15	3.68	1.00	-	(150,000,000)
Purchase	12/13/22	6/13/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EN4B3	15,000,000	4.25	4.28	99.93	-	(14,989,050)
Purchase	12/13/22	6/13/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EN4B3	15,000,000	4.25	4.28	99.92	-	(14,988,383)
Purchase	12/13/22	6/13/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EN4B3	15,000,000	4.25	4.28	99.93	-	(14,989,800)
Purchase	12/13/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	80,000,000	4.15	3.68	1.00	-	(80,000,000)
Purchase	12/14/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	97,000,000	4.15	3.68	1.00	-	(97,000,000)
Purchase	12/15/22	12/16/22	Federal Agencies	Federal Home Loan Banks	313385T48	50,000,000	0.00	3.83	99.99	-	(49,994,445)
Purchase	12/15/22	12/16/22	Federal Agencies	Federal Home Loan Banks	313385T48	50,000,000	0.00	3.83	99.99	-	(49,994,444)
Purchase	12/15/22	12/16/22	Federal Agencies	Federal Home Loan Banks	313385T48	50,000,000	0.00	3.83	99.99	-	(49,994,445)
Purchase	12/15/22	12/16/22	Federal Agencies	Federal Home Loan Banks	313385T48	50,000,000	0.00	3.83	99.99	-	(49,994,445)
Purchase	12/16/22	1/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	49,000,000	4.13	4.11	1.00	-	(49,000,000)
Purchase	12/16/22	12/19/22	Federal Agencies	Federal Home Loan Banks	313385T71	50,000,000	0.00	1.29	99.97	-	(49,983,000)
Purchase	12/16/22	12/19/22	Federal Agencies	Federal Home Loan Banks	313385T71	50,000,000	0.00	1.29	99.97	-	(49,983,000)
Purchase	12/16/22	12/19/22	Federal Agencies	Federal Home Loan Banks	313385T71	50,000,000	0.00	1.29	99.97	-	(49,983,000)
Purchase	12/16/22	12/19/22	Federal Agencies	Federal Home Loan Banks	313385T71	50,000,000	0.00	1.29	99.97	-	(49,983,000)
Purchase	12/19/22	6/16/23	Commercial Paper	MUFG Bank - New York Branch	62479MTG8	50,000,000	0.00	4.90	97.50	-	(48,751,972)
Purchase	12/19/22	12/18/23	Negotiable CDs	Royal Bank of Canada New York Brz	78015JPE1	50,000,000	5.37	4.64	100.00	-	(50,000,000)
Purchase	12/19/22	12/20/22	Federal Agencies	Federal Home Loan Banks	313385T89	50,000,000	0.00	3.87	99.99	-	(49,994,236)
Purchase	12/19/22	12/20/22	Federal Agencies	Federal Home Loan Banks	313385T89	50,000,000	0.00	3.87	99.99	-	(49,994,236)
Purchase	12/19/22	6/19/23	Public Time Deposits	Bridge Bank	PPG03UL74	10,000,000	4.72	4.72	100.00	-	(10,000,000)
Purchase	12/20/22	12/20/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EN4N7	25,000,000	4.25	4.34	99.82	-	(24,954,500)
Purchase	12/20/22	12/20/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EN4N7	25,000,000	4.25	4.34	99.82	-	(24,954,500)
Purchase	12/20/22	12/20/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EN4N7	10,000,000	4.25	4.34	99.83	-	(9,982,900)
Purchase	12/20/22	12/21/22	Federal Agencies	Federal Home Loan Banks	313385T97	50,000,000	0.00	3.87	99.99	-	(49,994,264)
Purchase	12/20/22	12/21/22	Federal Agencies	Federal Home Loan Banks	313385T97	50,000,000	0.00	3.87	99.99	-	(49,994,264)
Purchase	12/21/22	6/30/23	Commercial Paper	MUFG Bank - New York Branch	62479MTW3	50,000,000	0.00	4.91	97.33	-	(48,665,653)
Purchase	12/21/22	6/30/23	Commercial Paper	MUFG Bank - New York Branch	62479MTW3	50,000,000	0.00	4.91	97.33	-	(48,665,653)
Purchase	12/27/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	70,000,000	4.15	4.15	1.00	-	(70,000,000)
Purchase	12/28/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	75,000,000	4.15	4.10	1.00	-	(75,000,000)
Purchase	12/29/22	12/29/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EN5E6	25,000,000	4.00	4.11	99.70	-	(24,923,750)
Purchase	12/29/22	12/29/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EN5E6	15,000,000	4.00	4.11	99.70	-	(14,954,700)
Purchase	12/29/22	12/29/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EN5E6	20,000,000	4.00	4.11	99.70	-	(19,939,600)

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Purchase	12/30/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	2,377,938	4.19	4.19	1.00	-	(2,377,938)
Purchase	12/30/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	64,000,000	4.15	4.11	1.00	-	(64,000,000)
Purchase	12/30/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	15,000,000	4.15	4.16	1.00	-	(15,000,000)
Purchase	12/31/22	1/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	126,200	4.13	4.08	1.00	-	(126,200)
Purchase	12/31/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	411,578	4.15	4.11	1.00	-	(411,578)
Purchase	12/31/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	2,167,836	4.15	4.16	1.00	-	(2,167,836)
Purchase	12/31/22	1/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	1,664,934	4.09	4.08	1.00	-	(1,664,934)
Subtotals						\$ 2,972,973,278	2.94	3.86	\$ 48.26	\$ (246,736)	\$ (2,966,427,246)
Sale	12/5/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	\$(132,000,000)	4.19	3.70	\$ 1.00	\$ -	\$ 132,000,000
Sale	12/5/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(150,000,000)	4.15	3.68	1.00	-	150,000,000
Sale	12/15/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(150,000,000)	4.15	3.69	1.00	-	150,000,000
Sale	12/15/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(90,000,000)	4.15	3.69	1.00	-	90,000,000
Sale	12/19/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(96,000,000)	4.15	4.08	1.00	-	96,000,000
Sale	12/20/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(33,000,000)	4.15	4.09	1.00	-	33,000,000
Sale	12/21/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(13,000,000)	4.15	4.09	1.00	-	13,000,000
Sale	12/22/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(53,000,000)	4.15	4.09	1.00	-	53,000,000
Sale	12/23/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(17,000,000)	4.15	4.09	1.00	-	17,000,000
Sale	12/29/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	(124,000,000)	4.15	4.11	1.00	-	124,000,000
Subtotals						\$ (858,000,000)	4.16	3.85	\$ 1.00	\$ -	\$ 858,000,000
Maturity	12/1/22	12/1/22	U.S. Treasuries	United States Department of The Tre	912796P94	\$(50,000,000)	0.00	3.55	\$ 100.00	\$ -	\$ 50,000,000
Maturity	12/2/22	12/2/22	Negotiable CDs	Toronto-Dominion Bank - New York	189114WM36	(50,000,000)	0.48	6.18	100.00	-	50,000,000
Maturity	12/2/22	12/2/22	Negotiable CDs	Royal Bank of Canada New York Br	78012U2E4	(50,000,000)	0.48	6.18	100.00	-	50,000,000
Maturity	12/5/22	12/5/22	Public Time Deposits	Bank of San Francisco	PPFT6Q6D2	(10,000,000)	1.64	0.00	100.00	-	10,000,000
Maturity	12/7/22	12/7/22	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CPS0	(50,000,000)	0.52	3.78	100.00	-	50,000,000
Maturity	12/14/22	12/14/22	Federal Agencies	Federal Farm Credit Banks Funding	3133EMS45	(50,000,000)	0.11	4.46	100.00	-	50,000,000
Maturity	12/15/22	12/15/22	Commercial Paper	MUFG Bank - New York Branch	62479MMF7	(50,000,000)	0.00	4.03	100.00	-	50,000,000
Maturity	12/16/22	12/16/22	Federal Agencies	Federal Home Loan Banks	313385T48	(200,000,000)	0.00	3.83	100.00	-	200,000,000
Maturity	12/19/22	12/19/22	Federal Agencies	Federal Home Loan Banks	313385T71	(200,000,000)	0.00	3.87	100.00	-	200,000,000
Maturity	12/19/22	12/19/22	Commercial Paper	MUFG Bank - New York Branch	62479MMK6	(50,000,000)	0.00	12.92	100.00	-	50,000,000
Maturity	12/19/22	12/19/22	Public Time Deposits	Bridge Bank	PPFR6ZB99	(10,000,000)	2.39	0.00	100.00	-	10,000,000
Maturity	12/20/22	12/20/22	Federal Agencies	Federal Home Loan Banks	313385T89	(100,000,000)	0.00	3.87	100.00	-	100,000,000
Maturity	12/21/22	12/21/22	Commercial Paper	Apple Inc.	03785EMM3	(50,000,000)	0.00	4.25	100.00	-	50,000,000
Maturity	12/21/22	12/21/22	Federal Agencies	Federal Home Loan Banks	313385T97	(100,000,000)	0.00	3.87	100.00	-	100,000,000
Maturity	12/30/22	12/30/22	Negotiable CDs	Toronto-Dominion Bank - New York	189114WP58	(60,000,000)	0.57	4.29	100.00	-	60,000,000
Subtotals						\$ (1,080,000,000)	0.14	4.48	\$ 100.00	\$ -	\$ 1,080,000,000
Interest	12/1/22	12/1/23	Federal Agencies	Federal Farm Credit Banks Funding	3133ENGF1	---	0.50	4.57	---	\$ -	\$ 312,500
Interest	12/1/22	1/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	---	4.04	3.59	---	-	224,792
Interest	12/2/22	6/2/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMF31	---	0.13	4.51	---	-	62,500
Interest	12/2/22	6/2/23	Federal Agencies	Federal Home Loan Banks	3130AMRY0	---	0.13	4.51	---	-	9,375
Interest	12/2/22	12/2/22	Negotiable CDs	Toronto-Dominion Bank - New York	189114WM36	---	0.48	6.18	---	-	243,333
Interest	12/2/22	12/2/22	Negotiable CDs	Royal Bank of Canada New York Br	78012U2E4	---	0.48	6.18	---	-	243,333
Interest	12/5/22	12/3/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ELCP7	---	1.63	4.41	---	-	203,125
Interest	12/5/22	12/5/22	Public Time Deposits	Bank of San Francisco	PPFT6Q6D2	---	1.64	0.00	---	-	82,911
Interest	12/7/22	12/7/22	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CPS0	---	0.52	3.78	---	-	262,889
Interest	12/8/22	12/8/23	Federal Agencies	Federal Home Loan Banks	3130A3VC5	---	2.25	4.76	---	-	450,000
Interest	12/9/22	12/9/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ENGG7	---	0.92	4.43	---	-	460,000
Interest	12/12/22	6/10/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ENYH7	---	2.63	4.62	---	-	1,312,500
Interest	12/12/22	6/11/27	Federal Agencies	Federal Home Loan Banks	3130ASGU7	---	3.50	3.95	---	-	750,313
Interest	12/13/22	6/13/25	Federal Agencies	Federal Farm Credit Banks Funding	3133ENYQ7	---	2.95	4.14	---	-	737,500
Interest	12/13/22	6/13/25	Federal Agencies	Federal Home Loan Banks	3130ASG86	---	3.38	4.14	---	-	411,180
Interest	12/14/22	6/14/24	Supranationals	International Bank for Reconstructor	45906M3B5	---	1.98	4.43	---	-	990,000
Interest	12/14/22	6/14/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMH96	---	0.13	4.55	---	-	31,250
Interest	12/14/22	6/14/24	Federal Agencies	Federal Home Loan Banks	3130ASHK8	---	3.13	4.56	---	-	844,126

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount				
Interest	12/14/22	6/14/24	Federal Agencies	Federal Home Loan Banks	3130A1XJ2	---	2.88	4.56	---	-	1,573,128				
Interest	12/14/22	12/14/22	Federal Agencies	Federal Farm Credit Banks Funding	3133EMS45	---	0.11	4.46	---	-	27,500				
Interest	12/15/22	12/15/23	U.S. Treasuries	United States Department of The Tre	91282CBA8	---	0.13	4.62	---	-	93,750				
Interest	12/15/22	6/15/23	U.S. Treasuries	United States Department of The Tre	912828ZU7	---	0.25	4.60	---	-	187,500				
Interest	12/16/22	12/16/25	Federal Agencies	Federal Farm Credit Banks Funding	3133ENHM5	---	1.17	4.02	---	-	555,750				
Interest	12/19/22	6/17/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ENYX2	---	3.25	4.53	---	-	1,625,000				
Interest	12/19/22	6/17/25	Federal Agencies	Federal National Mortgage Associati	3135G04Z3	---	0.50	4.11	---	-	36,638				
Interest	12/19/22	12/19/22	Public Time Deposits	Bridge Bank	PPFR6ZB99	---	2.39	0.00	---	-	121,089				
Interest	12/20/22	12/20/23	Federal Agencies	Federal Farm Credit Banks Funding	3133ENHR4	---	0.68	4.78	---	-	380,800				
Interest	12/27/22	6/26/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EM3S9	---	0.20	4.78	---	-	98,067				
Interest	12/28/22	6/28/27	Federal Agencies	Federal Farm Credit Banks Funding	3133ENZK9	---	3.24	4.14	---	-	451,413				
Interest	12/28/22	6/28/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ENZS2	---	3.10	4.65	---	-	1,550,000				
Interest	12/30/22	6/30/25	Federal Agencies	Federal Home Loan Banks	3130AN4A5	---	0.70	4.37	---	-	61,880				
Interest	12/30/22	12/30/22	Negotiable CDs	Toronto-Dominion Bank - New York	89114WP58	---	0.57	4.29	---	-	340,100				
Interest	12/30/22	1/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	---	4.19	4.19	---	-	2,377,938				
Interest	12/31/22	1/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	---	4.13	4.08	---	-	126,200				
Interest	12/31/22	1/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	---	4.15	4.11	---	-	411,578				
Interest	12/31/22	1/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	---	4.15	4.16	---	-	2,167,836				
Interest	12/31/22	1/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	---	4.09	4.08	---	-	1,664,934				
Subtotals						\$	-	2.94	4.34	\$	-	\$	-	\$	21,482,727

Grand Totals	62	Purchases
	(10)	Sales
	(15)	Maturities / Calls
	37	Change in number of positions