



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, November 20, 2024, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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PUBLIC COMMENT DURING THE MEETING:

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

MEMBERS: Kat Siegal (Chair), Najuawanda Daniels (Vice Chair), Sara Barz, Phoebe Ford, Sean Kim, Venecia Margarita, Austin Milford-Rosales, Sharon Ng, and Rachael Ortega

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

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. the day before the meeting will be distributed to committee members before the meeting begins.

- 1. Call to Order
- 2. Chair’s Report – **INFORMATION**
- 3. Nominations for 2025 Community Advisory Committee Chair and Vice Chair - **ACTION***

At the November 20, 2024 Community Advisory Committee (CAC) meeting, nominations will be made for the CAC Chair and Vice Chair for 2025. Per the CAC’s By-Laws, nominations for the Chair and Vice Chair shall be made at the last CAC meeting of the calendar year to be eligible for election at the first CAC meeting of the following year (e.g., January 22, 2025). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates will be required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority by close of business January 15, 2025 for inclusion in the January CAC meeting packet. The Chair and Vice Chair shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.

Consent Agenda

- 4. Approve the Minutes of the October 23, 2024 Meeting – **ACTION*** **5**
- 5. Approve the 2025 Community Advisory Committee Meeting Schedule – **ACTION*** **21**
- 6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024 - **INFORMATION*** **23**

End of Consent Agenda

- 7. Adopt a Motion of Support to Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests – **ACTION*** **61**

Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR – FY25 (\$2,600,000). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,929,000).

- 8. Adopt a Motion of Support to Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities - **ACTION*** **129**

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| 9. Better Market Street Update – INFORMATION* | 177 |
| 10. Autonomous Vehicles Update – INFORMATION* | 193 |

Other Items

- 11. 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.

- 12. Public Comment**

- 13. Adjournment**

*Additional Materials

Next Meeting: January 22, 2025

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800 or via email at clerk@sfcta.org. 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 Community Advisory Committee after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, 22nd Floor, 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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San Francisco
County Transportation
Authority



MINUTES

Community Advisory Committee

Wednesday, October 23, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:14 p.m.

CAC members present at Roll: Sara Barz, Phoebe Ford, Sean Kim, Austin Milford-Rosales, Sharon Ng, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Najuawanda Daniels, Jerry Levine, and Venecia Margarita (3)

2. Chair's Report - INFORMATION

Chair Siegal congratulated Vice Chair Daniels and Member Ortega, who had been reappointed by the Board the previous day for another 2-year term on the CAC. She reported that the Metropolitan Transportation Commission (MTC) had held the last of five Select Committee meetings, during which they had voted on key elements of a regional transportation revenue measure framework to advance to the MTC Commission for further review. Chair Siegal stated that one of the recommendations was that there should be dedicated funding for transit transformation, which included initiatives such as regional wayfinding signage, fare integration, and transit priority. She mentioned that all scenarios included at least the four counties of Alameda, Contra Costa, San Francisco, and San Mateo, which would help address financial deficits for some of the region's largest transit operators, including BART, Caltrain, Muni, and AC Transit. She added that sales, payroll, and parcel taxes were under consideration pending more information from future voter polling, and that the authorizing legislation was recommended to include language allowing for a citizen initiative with a majority voter approval threshold rather than a two-thirds threshold.

Chair Siegal said that the MTC Legislation Committee would consider these recommendations in November, before going to a special full Commission meeting on December 9 for action. Chair Siegal continued by stating that the recommendations would be used to inform potential bill language to be introduced at the beginning of the 2025 legislative session which would help Bay Area transit pivot to a new financial model and new travel patterns post-pandemic, which was critical for San Francisco and the region. She said she hoped staff would agendize a detailed update on this item for the CAC at their November or January meeting.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the September 25, 2024 Meeting - ACTION

4. Adopt a Motion of Support to Approve a Two Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,103,000 for Technical



Services for the San Francisco Freeway Network Management Study – ACTION

5. State and Federal Legislation Update - INFORMATION

Member Kim asked about Item 4 and questioned whether the \$1,103,000 in this contract was from Prop L funds or elsewhere. Member Kim stated that previously, the Board had approved \$1,000,000 for the San Francisco Freeway Network Study and wanted to know whether the money being requested for approval was for the same study or for something else.

Mx. Paz responded that this request to approve award of the contract would be funded with Prop L funds already appropriated by the Board for this purpose. Mx. Paz stated that approving the contract would allow Transportation Authority staff to enter negotiations with the consultant to start work on the project.

Member Milford-Rosales stated that he had read in the memo that this project would not include capacity increases in lanes on I-280 and asked staff to confirm whether this meant there would be no new lanes on I-280.

Mx. Paz responded that this project would have no capacity additions or lane additions, consistent with what had been presented to the Transportation Authority Board previously. Mx. Paz also shared that there were small pinch points in the network that staff and consultants might need to look at more closely to create continuous lanes through select points. Mx. Paz emphasized there would be no network-level capacity expansion.

During public comment, Edward Mason stated that the use of new data sources, such as INRIX and Streetlight, was interesting and expressed his desire to know if these data could be used to understand where regional pass-through traffic on freeways was originating and heading. Mr. Mason also mentioned that he occasionally rode the express bus from Redwood City to San Francisco and that ridership seemed very low. Mr. Mason expressed his hope that the consultant would be able to determine ways to increase transit ridership and understand where freeway traffic was coming from.

Member Milford-Rosales moved to approve the item, seconded by Member Ortega.

Items 3 and 4 of the Consent Agenda were approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Milford-Rosales, Ng, Ortega, and Siegal (7)

Absent: CAC Members Daniels, Levine, and Margarita (3)

End of Consent Agenda

6. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract to TY Lin International in an Amount Not to Exceed \$4,350,000 for Design and Engineering Services and California Department of Transportation Right-of-Way Approval of the Yerba Buena Island Multi-use Path Project for Segments 1 and 2; and Approve a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$1,150,000 for 35% Design and Engineering Services for the Yerba Buena Island Multi-use Path Project for Segments 3 and 4 – ACTION

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Member Kim asked staff to share something that would comprehensively show the



total budget, spent to date, status of construction, and the timelines for the suite of projects that the Transportation Authority is leading on Treasure Island.

Carl Holmes, Deputy Director for Capital Project, responded that he would work with Chair Siegal to provide that information to the CAC.

Member Ford asked why there were significant infrastructure projects on Treasure Island as she had been on Treasure Island recently, and found it was very lightly populated.

Mr. Holmes responded that the island's development would expand the population from 2,000 to over 20,000 residents.

Member Barz expressed concern that \$40 million a mile seems high for a Class I bike lane. She then asked if there had been any questions during the planning and conceptual design phase regarding why \$80 million was necessary for a two-mile bike lane.

Mr. Tan responded that the original environmental impact report looked at striping a bike lane at a high level only, but the need to expand the road meant a bike lane and transit lane couldn't fit. He stated that geotechnical concerns, including being on the side of a cliff also increased costs.

Mr. Holmes added that, while the end product was a class one bike lane facility, as one of the slides showed for segment one, there was a steep elevation difference, leading to the design of a structure almost like a freeway on and off-ramp - adding that it was not just a roadway with a barrier, but a concrete structural element to provide a user-friendly bicycle riding experience. He explained that, although a cyclist could ride on the east band of the Bay Bridge and traverse the island, it would currently involve walking up Macalla. He said this project would allow for a better rider experience, and they had received significant input from bicycle advocates to ensure it happened.

With respect to the transit-only lane, Mr. Holmes explained that improvements to transit to help mitigate congestion from the 20,000 residents would help achieve the goal of having 50% of travel modes not being single-occupancy vehicles. He said the subject project would provide infrastructure to support that goal. He clarified that the multi-use path was part of the Bay Skyway project, in which MTC was also a partner. While MTC was handling the work in Oakland, he said the Transportation Authority was managing the work in San Francisco and said that this multi-agency effort aimed to improve the user experience for travelers moving between Oakland and San Francisco.

Member Ford asked about the anticipated funding sources for the project, noting that the memo mentioned \$25 million as to be determined (TBD). She inquired about the level of confidence that the TBD amount would come together.

Anna LaForte, Deputy Director for Policy and Programming replied that there were several grant applications that were either pending or being written at that moment. She stated that the Transportation Authority had a pending application for a state Active Transportation Program grant, but the funding in the state program had been significantly reduced in the state budget, making that grant less likely than originally anticipated. She said the Transportation Authority would be applying for a RAISE grant, and the call for projects was expected soon. She said the Transportation



Authority was preparing an application for Senate Bill 1 Solutions for Congested Corridors for the full Bay Skyway project, which included the West Oakland link with the multi-use path and ferry components and was seeking Regional Measure 3 (bridge toll) funds, as well. She said that the Transportation Authority was confident about securing funding for construction, but it would require a significant effort as evidenced by the multiple grant applications.

Chair Siegal asked for more information on why it made sense to split the segments between multiple contractors.

Mr. Tan responded that the recommendation was to award the design contract for Segments 3 and 4 to WMH, which was the current contractor for the West Side Bridges project, and that adding this onto the contract by change order, would accelerate this work. He explained that TY Lin had worked on the Bay Bridge East Span and the environmental phase and conceptual design for the multi-use path spiral loop that TY Lin had a strong understanding of bridge structures and that was why they were recommended to take on design of Segments 1 and 2.

During public comment, Edward Mason stated that what needed to be questioned was the projected bicycle usage for the project. He recalled previous meetings where it was mentioned that people would ride bicycles from Oakland to Treasure Island, cross Yerba Buena Island, and then take a ferry into San Francisco. Mr. Mason asked how many people would actually use infrastructure, expressed concerns about the cost, and asked why the developers were not contributing financially to the project.

Through the Chair, Member Barz stated she had a question based on Mr. Mason's comment and also wanted to respond to it. She asked staff to clarify the contribution from the developers and she inquired whether there were ridership estimates for either the transit lane or the bicycle lane.

Mr. Tan responded that the Treasure Island Transportation Implementation Plan had projections. Mr. Holmes clarified that staff would provide the projected ridership in an upcoming update and he said that the developer was contributing via roads they would build and that the Transportation Authority would be contributing via roads and other infrastructure they were building and through contributions to TIDA.

Member Kim moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

- 7. Adopt a Motion of Support to Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for \$5.5 million in Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating Assurance to Complete the West Side Bridges Seismic Retrofit Project (WSB Project) for Retaining Walls to Accommodate the Yerba Buena Island Multi-Use Path (YBI MUP Project); and Program \$4.5 million in Senate Bill 1 Local Partnership Program Formulaic Funds, with Conditions, to a Project of the Bay Area Toll Authority's (BATA's) Choice in Exchange for \$4.5 million in BATA Funds for the WSB Project for Retaining Walls**



to Accommodate the YBI MUP Project – ACTION

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

Member Ortega asked why the plan had originally called for temporary retaining walls until the larger walls could be built, given the sandy soil conditions. Carl Holmes, Deputy Director for Capital Projects, stated that when the Transportation Authority applied for the RAISE grant for the West Side Bridges project, they had not received the full amount. As a result, the team de-scoped the retaining walls since they had been designed to be more accommodating toward the multi-use path (MUP), with the intent of securing funds at a later date to be able to restore the deleted scope and build retaining walls that would accommodate the future MUP. Mr. Holmes said that similar to the Hillcrest Project that the committee had taken action on several months prior, now that additional funding was available, the project team was seeking to reinsert this work so the temporary retaining wall would not be needed.

Anna LaForte, Deputy Director for Policy and Programming added that the original scope had included a Class II facility in the West Side Bridges and Hillcrest projects, so these additional funds would allow larger retaining walls and a wider roadway to accommodate the MUP as a Class 1 facility.

Member Ortega commented that this approach made sense; however, she asked what would happen if the Transportation Authority received the funding for the MUP but not the funding for the retaining walls. Ms. LaForte responded that the funding in this item for the retaining walls was for construction and it would be added to an existing construction contract. She continued by stating that Item 6 was for design of the full scope of the MUP, not for construction. She explained that the retaining walls were intended to accommodate the MUP in the Westside Bridges project so the YBI MUP project would not need to go back and add them.

During public comment Edward Mason asked for clarification that the yellow transit lane shown on the map in the slide presentation was the transit lane going toward San Francisco, and the purple line was the general lane coming off the Bay Bridge.

Nick Smith, Senior Transportation Planner, confirmed that was correct and explained what would become the transit-only on-ramp had previously been a general purpose on-ramp that was now closed due to construction and that it would give transit a faster route to the Bay Bridge toward San Francisco.

Member Ford moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

8. Adopt a Motion of Support to Allocate \$3,350,000 in Prop L Funds, with Conditions, and Appropriate \$750,000 in Prop AA Funds, with Conditions, for Two Requests – ACTION

Projects: SFMTA: 13th Street Safety (\$3,350,000 Prop L). SFCTA: Yerba Buena Island Multi-Use Path - Transit Lane (\$750,000 Prop AA).



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

Member Barz asked what the outcome of the \$12 million investment for the 13th Street Safety project would be. Jennifer Wong, SFMTA Project Manager, responded that the project included protected bikeways on three complex blocks of 13th Street and Duboce Avenue, as well as pedestrian safety and accessibility features, and traffic calming for drivers accessing the freeway on and off ramps. She noted that the project was on the Vision Zero High Injury Network and had seen a history of collisions and that this project was intended to address that.

Member Barz observed that the major addition was a new protected bikeway along three blocks. Ms. Wong confirmed that was correct and noted the bikeway would feature concrete medians, as well as signal upgrades at each intersection, which were the most intensive work.

Member Barz acknowledged that the traffic signals were old, and while that was a major improvement, opined that this was essentially a protected bikeway with concrete for three blocks, and because of working with Caltrans, it was more expensive than originally anticipated.

Member Barz then asked if there was a number of projected users for the bikeway. Ms. Wong responded that SFMTA had performed traffic modeling in close coordination with Caltrans, including pre- and post-pandemic data for vehicle, pedestrian and bike volumes. She said they found over 400 cyclists passed through the Duboce and Valencia intersection as well as 13th Street and Folsom Street intersection. Ms. Wong noted that Valencia and Folsom were popular north-south routes and filling this three-block gap would benefit cyclists.

Member Ford said some of the committee's questions were due to the truncated map in the slide presentation. She stated that this was a road that cyclists passed by and do not ride along, and questioned why \$12 million was being spent there when there were many other facilities that could use \$12 million with a higher impact. Ms. Wong responded that part of this project reallocated roadway space, removing a vehicle lane in each direction. She clarified that the largest cost of the project was the signal rehabilitation and upgrade to current standards which would allow proper phasing for the bikeway, and said that this area had not been touched since the earthquake.

Member Milford-Rosales asked for clarification on what location the map in the slide was showing; Ms. Wong clarified the map in the slide had been turned 90 degrees and north was to the right. Member Milford-Rosales asked whether the bikeway would be implemented in both directions and Ms. Wong responded yes.

Member Milford-Rosales noted the map was still hard to interpret and asked whether this would be like 3rd Street with short, protected areas at bus islands and nothing else. Nick Smith explained that the project would complete the bike lanes in both directions all the way from Valencia, creating a protected route under the freeway.

Member Milford-Rosales asked whether the concrete islands would be K-rail or precast curbs in contrast with custom molds poured near 3rd Street near the baseball stadium that seemed time and cost intensive to construct. Ms. Wong responded that the proposed concrete buffers would be built in-house by San Francisco Public Works



(SFPW) construction crews and were a cheaper way of delivering concrete protection, similar to 3rd Street and further east on Division. She noted, however, that some areas like Mission/Otis required a more custom solution due to the complexity of the freeway off-ramp.

Member Ortega stated she had previously biked this area frequently and her thought had been to move the bike path, explaining that she didn't want to be on this road with freeway exits where drivers were traveled extremely fast, and that while there would be signal control the city lacked enforcement. She also noted the map was confusing, especially without showing the expanded area and linkages. She asked what the improvement plan was to ensure bicyclists were not getting hit by cars speeding off the 101 and noted that the 101 off-ramp at 13th Street and Mission Street was too short and unsafe even as a driver. Ms. Wong noted there was a full image of the project proposal in the agenda packet. She explained the project included a travel lane removal and other projects and studies had shown this reduced vehicle speeds, so the hope was this project would reduce speeds in the area. She further noted that SFMTA was pursuing the project due to recommendations from SFCTA's SoMa Freeway Ramps Intersection Safety Study and San Francisco Planning Department's Market Octavia Plan (formerly The Hub), so this was an implementation project related to those recommendations. She clarified no changes would be made to the freeway off ramp itself.

Member Margarita said she shared the same concerns as Member Ortega and other members that it didn't seem like the project would make things safer. She asked where the signals were going to be placed and how long the project area was and said if it was just going to be a short span, it didn't make sense in an area with a crowded off-ramp and congestion. Ms. Wong clarified the project consisted of three blocks which, when heading east to west were Duboce Avenue from Valencia to Mission/Otis, then 13th Street from Mission/Otis to South Van Ness, then 13th Street from South Van Ness to Folsom, by Rainbow Grocery. She said both Valencia and Folsom streets were well used bike corridors and this project would provide a separated, direct connection between those streets.

Member Ford said she had friends on the Muni Funding Working Group and heard how the City was in a time of austerity. She noted that Ms. LaForte had earlier mentioned the reduction in state Active Transportation Program funds and that she felt if the goal was a connection between Folsom and Valencia it would be easier to go one block south to 14th Street and not deal with the freeway off-ramps, commenting that under the freeway was not a nice place to bike nor an intuitive connection from Valencia to Folsom. She said if the main goal was signals, she wanted to understand the main beneficiaries, and if the goal was pedestrian safety, she felt there were lower cost ways to accomplish this. She noted that the project seemed to aim for multiple objectives at a price tag of \$12 million for three blocks and she was struggling with that given today's fiscal realities.

Anna LaForte, Deputy Director for Policy and Programming, apologized for the confusion over the graphic, and reference the full map that was included in the packet materials. She explained that while the Transportation Authority had programmed a million dollars to the project a year and a half ago, since then, some of the local revenues that were anticipated to fund construction had not come through. She stated the requested Prop L funds leveraged other state grants that had timely use of



funds requirements. She gave additional context that making signal improvements on Caltrans right of way, and associated Caltrans requirements, had been a major driver of the cost increases.

Member Ford said the crux of today's comments was that the bike lane component was not sensible and wondered what level of funding would have been required if it had been only a signal, lane reduction, and bulb-out project without bike lanes. Ms. Wong noted this calculation had been done and she could provide it after the meeting, but said that a significant amount of the total project cost was due to signals. She further explained there was additional scope not mentioned, including pedestrian refuge islands, accessible pedestrian signals, widened sidewalks, and repaving.

Chair Siegal said she lived in the Haight and often biked east to Potrero or Bayview and currently did wiggles up Market and down 11th or 8th to avoid the 13th Street area. As a result, she said she thought the project would be a convenient connection, creating a straight shot route in what had been a harrowing place to bike. She expressed appreciation for the proposed improvements. She questioned whether with this level of cost it would be possible to extend the connection all the way from Valencia further west to Market. She also stated that she was aware of the alternative to wiggle a block south to 14th Street but said she disliked door zone bike lanes more than being under a freeway.

Chair Siegal said she appreciated the concerns of her colleagues about the exact implementation, and asked Ms. Wong to clarify if the signal upgrades were necessary regardless of this project, or if they were needed for the bike lane and street improvements. Ms. Wong responded that it was a little of both since the signals were old and upgrades were also necessary for the bikeway. Chair Siegal asked if it was worth exploring whether it would be cheaper to route around the section of 13th Street that required signal upgrades and that as unpleasant as being under a freeway was, a lot of people did walk around in this area connecting SoMa and the Mission.

Ms. LaForte pointed out that this was a time sensitive request because there were state grants funding the project that were drivers of the timely use of funds requirements, including one that required the construction contract to be awarded next month and if there were delays in the contract, it could mean funds would be at risk.

Member Margarita asked how much state funding the project would lose if it didn't get approved. Ms. LaForte responded there were many different grants on the project, including Local Partnership Program (LPP) funds programmed by California Transportation Commission and Caltrans SHOPP fund. She said that the SHOPP funds totaled more than \$2 million, but one of the smaller grants, LPP, was driving the timing, but she needed to confirm the requirements for each source. She emphasized that the Transportation Authority didn't want to lose grant funds because it would reflect poorly on San Francisco.

During public comment, Edward Mason stated he visited a hardware store near one of the project area intersections and said that the City needed to reduce speeds and increase attentiveness of drivers coming off the freeway, and recommended speed bumps (Bott's dots). He said the City was trying to pack ten pounds into a five-pound space and said he didn't see any benefit in the larger picture.



Chair Siegal built off Mr. Mason's comment and expressed her appreciation for the lane removal.

Member Oretga asked what the control would be where the bike path crossed the freeway off-ramp. Ms. Wong responded it would be signal controlled. Member Margarita followed up, asking whether the freeway off-ramp would be narrowed from two to one lane. Ms. Wong responded that freeway off-ramp at Mission/Otis would remain as-is and the freeway on-ramp at South Van Ness would remain as-is.

Chair Siegal proposed taking the vote separately on each request and called for a motion.

Member Barz moved to approve the YBI MUP - Transit Lane project request, seconded by Member Milford-Rosales.

The motion was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

Member Milford-Rosales moved to approve the 13th Street Safety project request, seconded by Member Kim.

The motion failed by the following vote:

Ayes: CAC Members Milford-Rosales, Ng, and Siegal (3)

Abstentions: CAC Members Barz, Ford, Kim, Margarita, and Ortega (5)

Absent: CAC Members Daniels and Levine (2)

9. Adopt a Motion of Support to Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests – ACTION

Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).

Lynda Viray, Transportation Planner, and Alex Pan, Transportation Planner, presented the item per the staff memorandum.

Member Kim referenced a newspaper article that cited \$212 million needed for an updated Muni Train Control System estimated at \$700 billion in all. He asked if there would be interference between the two different systems: Transit Signal Priority and the Train Control System. He added that train control was for the subway, but buses and streetcars also operated on the same system. He asked if the systems would work together or separately.

Liliana Ventura, Intelligent Transportation Systems (ITS) Program Manager at SFMTA responded that SFMTA had two separate systems. She explained there was a rail Transit Signal Priority and a Bus Transit Signal Priority. She added that the recently approved Train Control Upgrade Project was for the first phase and specifically for underground work. She clarified the systems were different and the subject funding request was for the Bus Transit Signal Priority.

Member Kim asked if the Bus Transit Signal Priority would be integrated with SFMTA's



Train Control System in the future.

Ms. Ventura responded that Transit Signal Priority technology was moving towards cloud-based, and they anticipated the same integrated system for Bus Transit Signal Priority and Rail Transit Signal Priority.

During public comment, Edward Mason expressed his support for the signal priority project. He stated there had been a 25 year old incident of a pedestrian fatality due to a bus at the 21st and Mission Street intersection. He asked about the estimated life of the new equipment and system. He further inquired if there would be no signal interference of the communication-based transit system between the surface light rail and the subway. He expressed concerns that they should operate on a different frequency due to potential cyber-attacks.

Chair Siegal asked staff to respond to the useful life of the signals.

Ms. Ventura responded that the ITS and the Transit Signal Priority had a typical lifespan of 15 years for the entire system. She added the current Bus Transit Signal Priority system was over 20 years old and certain components aged faster such as chips and bandwidth. She stated these could become outdated between 5 to 7 years. She said SFMTA upgraded their systems every 5 to 7 years to allow for upgraded cybersecurity protocols.

Member Margarita moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

10. Adopt a Motion of Support to Adopt the District 1 Multimodal Transportation Plan Final Report – ACTION

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

Member Kim thanked staff for the study. He noted that Fulton Street had speeding issues, making the street dangerous for pedestrians, bikes, and drivers. He appreciated the recommended safety improvements in the report. He also noted that the speed limit of Fulton Street had recently been reduced from 30 mph to 25 mph, which could be updated in the report. He asked for clarification on what pedestrian-scale lighting and signage referred to.

Mx. Paz responded that pedestrian scale lighting provided light for people waiting on the sidewalk. She said the signage referred to signs at transit stops.

Member Kim asked for clarification that curbside management recommendations did not include Geary Boulevard because SFMTA had other improvement projects on the corridor, which Mx. Paz confirmed.

Member Kim asked whether Fulton Street was the first location in San Francisco to apply hardened center lines, what their purpose was, and whether they had been effective to improve safety. He stated that the speed cameras, signals, and other safety improvements on Fulton Street would help to address speeding but was unsure



whether the hardened center lines would help or would be confusing since they were a new treatment in the Richmond.

Mx. Paz answered that hardened center lines were placed to slow turn speeds of left turn vehicles and could prevent sideshows and said that these had been implemented in the Mission and on South Van Ness. Mx. Paz said they would follow up with SFMTA on their evaluation of the effectiveness of hardened center lines.

Member Kim inquired whether ridership would justify the North-South express bus routes shown in the final report. He expressed the need for more bus routes connecting the Richmond to the Sunset, and the Richmond to Daly City and other places on the peninsula.

Mx. Paz pointed to page 65 of the report which contained a draft map from a SamTrans express bus study. They said the map showed full service on the west side to make connections to destinations on the peninsula, including Daly City, Foster City, and Palo Alto. They also said staff could take comments on this plan for future coordination with SamTrans.

Member Kim stated that sidewalk repair was also an urgent need in District 1, due to sidewalk damage from trees. Member Kim also emphasized the need for better public transportation support between mini districts. Additionally, Member Kim commented that the proposed locations for mobility hubs were reasonable but questioned whether \$500,000 per site would be enough, as sites might require significant infrastructure upgrades.

Mx. Paz clarified that the \$500,000 estimate was for a detailed planning study. The detailed planning study would include a cost estimate for implementation.

Member Barz expressed concern about the green painted bike lane recommendation for Cabrillo. Member Barz shared that the National Association of City Transportation Officials (NACTO) no longer recommended door-zone painted bike lanes unless there was a buffer, which Cabrillo did not have. Member Barz also shared that Cabrillo had experienced recent speeding related collisions and was not sure how effective a conventional bike lane would be to address these collisions.

Mx. Paz responded that the intersection treatments were aimed to slow traffic and that Cabrillo had space constraints due to parking needs. Mx. Paz stated that the only way to make a protected bike lane would be to take away parking from the full corridor, which they had heard in outreach was not desired by the community. However, Mx. Paz stated that they could explore Member Barz's comment as a next phase improvement.

Member Barz asked if there was a goal to meet the NACTO volume and speed requirement for a painted, buffered bike lane.

Mx. Paz said they would follow up with SFMTA.

During public comment, Edward Mason shared that cellphone data from SamTrans showed significant numbers of travelers from the west side down the peninsula. Regarding hardened center lines, Mr. Mason asked whether there were plans to educate drivers to make wider left turns to not cross over the center line. Mr. Mason also questioned how long it would take for electric vehicle charging at charging hubs and suggested looking into charging at light poles as an alternate solution.



Richard Rothman stated that the intersection of 37th Street and Fulton was a dangerous intersection near a senior center. Mr. Rothman commented that seniors did not have enough time to cross the street and that the intersection had two recent accidents.

David Alexander from Richmond Families thanked staff and Supervisor Chan's office for the study. Mr. Alexander stated the need for more robust treatments on Cabrillo because Cabrillo was a slow street. Mr. Alexander appreciated the hardened center lines but cautioned that unsignalized intersections would not stop speeding on Fulton and that more robust treatments were needed.

Paul Rivera from Walk SF and the Richmond Families Transportation Group thanked staff and Supervisor Chan's office for the study. Mr. Rivera stated his preference for the pedestrian safety zone treatment for Fulton, shown in the bottom diagram on page 59 of the report.

Al thanked staff for the study and agreed with Mr. Rivera about preferring the pedestrian safety zone shown on page 59 of the report. Al stated that the unprotected bike lanes would not have been helpful on Cabrillo and asked whether staff could explore ways to decrease the cost of creating pedestrian bulb-outs through tactical placemaking. He also called for a more robust study of the actual safety conditions along Fulton.

Jennifer Kriz stated that she understood concerns about unsignalized intersections but also expressed concern about a light being placed at 4th and Fulton. She opined that installing the light would draw more car traffic to use 4th as a connection between Fulton and Geary.

Member Margarita moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal
(7)

Absent: CAC Members Barz, Daniels, and Levine (3)

11. SFMTA Mid-Valencia Bikeway Project Update – INFORMATION

Paul Stanis, SFMTA Project Manager, presented the item.

Member Ortega expressed concerns about the timing of the Valencia Bikeway Project open houses, stating that scheduling from 4-6pm meant many people she knew who wanted to attend were unable to make it due to work commitments or had to rush to get there in time. She noted she had raised this issue before but wanted to continue making SFMTA and the Transportation Authority aware that, when conducting public outreach events, they need to ensure neighborhood residents who may not work in the area can attend. She stated that her partner, who uses the Valencia bike lane daily, wanted to go to the open houses and share his input but was unable to do so. She emphasized the importance of capturing feedback from the broad range of bike lane users, including commuters, when gathering community input.

Member Ortega encouraged SFMTA in the next phase of outreach to ensure it was accessible to everyone, including working commuters. She expressed concerns about the latest version of the Valencia plan with both floating and non-floating parklets,



which would result in losing even more space that merchants wanted for loading and unloading, as well as parking. She opined that this would potentially add more confusion and could lead to people trying to double park again, an issue that the center running configuration had reduced. She noted that while the center lane was not perfect and had some issues, it was better because cyclists would not have to navigate double parked cars.

Member Margarita emphasized the comments from Member Ortega about community outreach. She stated that it seemed as though the project's outreach process was not truly engaging the community. She stressed that if the intention was to keep the community informed, it was crucial to put significant effort into including all members of the community, such as businesses and churches. She expressed appreciation that parking for people with disabilities was being considered, as it was not clearly shown on the new map. Member Margarita requested that SFMTA confirm whether the new proposed configuration would eliminate the center bike lanes when the side bike lanes were added.

Paul Stanis clarified that the plan was to remove the center bike lane and place the bike lanes by the curb, which he pointed out was different from how it was prior to the center running pilot. He said that SFMTA would implement the bikeway design that was already on Valencia between 15th and Market and that the center bikeway would be removed.

Member Margarita asked if the community had been included in the decision making process and stated that the new plan didn't make sense for the safety of the cyclists. She added that if additional parking was not included in the plans, she wanted to know the purpose of the new design.

Mr. Stanis replied that SFMTA had worked with over 100 businesses on the corridor, in addition to open houses, and had collaborated closely with the two primary merchant associations, informing them that the side running bikeway design would eliminate parking and loading zones. He stated that the associations had indicated that they were okay with that outcome. Mr. Stanis noted that there had been a desire to remove the current bike lanes because they did not work for people who visited those businesses, and that parking or going into the center running bike lanes presented a quality of life issue. He stated that the open lane in the middle of the road invited people to drive down it at high speeds, including on dirt bikes and ATVs, which was very disruptive to the corridor. Mr. Stanis emphasized that SFMTA had worked closely with people throughout the corridor, beyond the open houses events. He said that they had collaborated with some merchants five or six times. He noted that SFMTA has sent invitations to merchants and explicitly presented the final designs by guiding them down the corridor and highlighting the changes, including white zones and adjustments to parking and loading areas.

Member Margarita asked if cars would be parked in the middle of the street, as they often did further south on Valencia, or what would occupy the middle.

Mr. Stanis answered by stating that nothing was happening south of 23rd and the only section being talked about was 15th through the 23rd. He said that under the proposed design there would be no center median, there would just be a lane of travel in each direction.



Member Margarita asked if there were any new meetings scheduled for community outreach that were outside the hours of 4-6pm so more people could attend.

Mr. Stanis stated that SFMTA did not plan to hold any more meetings, but pointed out that they sent out monthly email updates and would continue to keep the public informed as construction start dates approached. He said that SFMTA was still meeting with merchant associations and advocacy groups, and if anyone emailed them, SFMTA would gladly hold these conversations. He emphasized that SFMTA had a long and robust outreach and dialogue with the community over the entire year and that this had been reflected in the final design that they were hoping to approve.

Member Margarita asked about an example she said she liked in San Mateo where the street was car free, and cars were only allowed during certain hours and locations for merchants to load and unload. She noted that parking was only for people with disabilities. She mentioned that it seemed safe for pedestrians and bicyclists and inquired why this was something the SFMTA shouldn't consider for Valencia.

Member Ford said that she liked the side running lanes and that when she was traveling to Valencia, it was normally for a destination on the corridor. She noted that with the center running lanes, it was difficult to enter and exit the lanes. She said that there was a lot of concern about the floating parklets between the community and cyclists and asked if and how they had addressed the concerns about the parklets.

Mr. Stanis responded that because San Francisco does not have floating parklets, they had conversations with Oakland, and New York. He stated that San Francisco's would differ by having a raised level crossing between the parklet, prioritizing the pedestrians and forcing cyclists to slow down at that point. He said that this ramp would include signage and a railing at the crossing point forcing pedestrians to cross only at one point. He mentioned that there would be a setback for the parklet, which included a three-foot buffer space where one could step out of the parklet but would not be in the bike lane, making the pedestrian more visible.

Member Ng asked, regarding community engagement, how SFMTA had reached out beyond the merchants to the everyday person and how SFMTA had met them where they were, as they had done with the merchants. She said that associations did not always reflect the opinions of everyone.

Mr. Stanis said that SFMTA was careful about who they listened to and in what situation to make sure they were able to get a full picture of what the community and the merchants wanted.

Chair Siegel said that it appeared that most of the side running bike lanes would be protected from traffic by parked cars, but she asked what kind of protection would be in place where there was not any parking or the lane had to go around parklets.

Mr. Stanis responded that there were a few locations where parking was not present for access to fire hydrants or daylighting at cross streets and driveways, and that SFMTA was working to figure that out. He stated now that the design was finalized, SFMTA was trying to secure the fine-grained details of the project as next steps. He said that because SFMTA wanted to complete this project as soon as possible, they would likely use a version of safe hit posts, but that there were opportunities for bikeway buffer hardening as time went on.



Chair Siegel noted that Vice Chair Daniels, who was absent, had expressed concerns that a church of which she is a member in the project area had not received outreach.

Mr. Stanis stated that, for the most part, the SFMTA had visited every frontage along the corridor. However, he added that if there were a specific church or storefront that should be contacted, that information should be forwarded to him.

Member Margarita said that she wanted to direct merchants who were concerned about loading zones to the SFMTA.

During public comment, Edward Mason asked if he were to inquire about the labor and materials that had been charged to the Valencia street project, how much money had been spent in that account and what that amount represented. He asked if 3,500 people used it, whether that meant 3,500 people had traveled downtown and then returned, or if it was actually 1,750 individual people. He asked whether SFMTA had considered using a reservation system online to avoid congestion. He questioned why investment in bicycle infrastructure on Valencia was necessary and why cyclists could not use Folsom instead, rather than spending resources on this project.

Other Items

12. Introduction of New Business - INFORMATION

Member Milford-Rosales stated that during last month's meeting, when discussing the temporary storage of trolley bus vehicles during the trailer construction project, he remembered that the Presidio bus yard would become a battery-only bus yard in the future. He noted that he had not seen any documentation on this in other SFMTA comments and planning documents and asked if it would be possible to have someone from SFMTA come talk about their plans for the broader trolley bus fleet sometime in the future. He remarked that the trolley buses make the community's fleet greener than many others and, with the issues AC Transit has experienced switching to battery buses, expressed his view that it seemed backward to replace the trolley buses with battery buses instead of diesel ones.

Member Margarita stated that she understood SFMTA was going to present something to the Board on November 19th regarding the Valencia bikeway topic they had just discussed. She expressed a desire for a follow-up conversation with SFMTA to ensure all suggestions were carefully considered. Margarita referenced Mr. Mason, suggesting that instead of a one-hour permit online, which required use between 10:30 and 11, perhaps a daily reservation system could be explored. She mentioned in Mexico City there was a system whereby certain cars could park based on permits, such as green on Tuesdays or blue on Wednesdays. She emphasized the need to think outside the box, focusing on safety and support for small businesses, many of which had closed after decades in operation. Member Margarita stressed the importance of balancing the needs of bikers, pedestrians, drivers, and small businesses, highlighting that not everyone could use transit, such as some residents who juggled two or three jobs while raising children. She urged consideration for the entire community when SFMTA implemented parking and sidewalk measures. She requested a follow-up conversation and noted she would be forwarding information to businesses, churches, and other entities to facilitate these discussions.

Member Kim stated that he wanted to reference Member Margarita's comment, with



respect to curbside management, noting that the District 1 Multimodal Study had included curbside elements, and as a small business owner, he had experienced similar issues. He said that last year, SFMTA had removed angular parking, changing it to parallel, which resulted in fewer parking spaces. He recounted that he has to go shopping very early to get a parking space and that after 10 a.m., there was no parking available. He mentioned there were some loading zones—such as yellow zones for delivery trucks and red zones for specific vehicles—but he couldn't use them (as a business owner) with his minivan, though sometimes he had no choice. He said this created a risk of receiving a ticket. He suggested that if he could book spots through a system, it would make things easier. Member Kim proposed discussing curbside management specifically, noting that SFMTA had an existing system but felt it needed updating or new ideas.

There was no public comment.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 9:31 p.m.



DRAFT 2025 Transportation Authority Meeting Schedule

Subject to change. Please see our website (www.sfcta.org/events) for the most up to date information.

At the November 20, 2024 meeting, the Community Advisory Committee (CAC) will be asked to approve its 2025 meeting schedule. The draft Board meeting dates are provided for reference only.

January

Board	Tuesday	Jan. 28	10:00 a.m.
Community Advisory Committee	Wednesday	Jan. 22	6:00 p.m.

February

Board	Tuesday	Feb. 11	10:00 a.m.
Board	Tuesday	Feb. 25	10:00 a.m.
Community Advisory Committee	Wednesday	Feb. 26	6:00 p.m.

March

Board	Tuesday	Mar. 11	10:00 a.m.
Board	Tuesday	Mar. 25	10:00 a.m.
Community Advisory Committee	Wednesday	Mar. 26	6:00 p.m.

Board of Supervisors Recess TBD — No Meetings

April

Board	Tuesday	Apr. 8	10:00 a.m.
Board	Tuesday	Apr. 22	10:00 a.m.
Community Advisory Committee	Wednesday	Apr. 23	6:00 p.m.

May

Board	Tuesday	May 13	10:00 a.m.
Board	Tuesday	May 20	10:00 a.m.
Community Advisory Committee	Wednesday	May 28	6:00 p.m.

June

Board	Tuesday	Jun. 10	10:00 a.m.
Board	Tuesday	Jun. 24	10:00 a.m.
Community Advisory Committee	Wednesday	Jun. 25	6:00 p.m.

July

Board	Tuesday	Jul. 8	10:00 a.m.
Board	Tuesday	Jul. 22	10:00 a.m.
Community Advisory Committee	Wednesday	Jul. 23	6:00 p.m.

August

Board of Supervisors Recess TBD — No Meetings

September

Community Advisory Committee	Wednesday	Sep. 3	6:00 p.m.
Board	Tuesday	Sep. 9	10:00 a.m.
Board	Tuesday	Sep. 30	10:00 a.m.
Community Advisory Committee	Wednesday	Sep. 24	6:00 p.m.



DRAFT 2025 Transportation Authority Meeting Schedule

Subject to change. Please see our website (www.sfcta.org/events) for the most up to date information.

October

Board	Tuesday	Oct. 7	10:00 a.m.
Board	Tuesday	Oct. 28	10:00 a.m.
Community Advisory Committee	Wednesday	Oct. 29	6:00 p.m.

November

Board	Tuesday	Nov. 4	10:00 a.m.
Board	Tuesday	Nov. 18	10:00 a.m.
Community Advisory Committee	Wednesday	Nov. 19	6:00 p.m.

December

Board	Tuesday	Dec. 9	10:00 a.m.
Board	Tuesday	Dec. 16	10:00 a.m.

Board of Supervisors Recess TBD — No Meetings

Transportation Authority General Schedule

Transportation Authority Board

Meets regularly every 2nd and 4th Tuesday at 10:00 am in City Hall Room 250

Personnel Committee

Meets at the call of the Chair in City Hall

Community Advisory Committee

Meets regularly every 4th Wednesday at 6:00 pm in the Transportation Authority Hearing Room

Treasure Island Mobility Management Agency (TIMMA) General Schedule

TIMMA Board

Meets on a quarterly basis in City Hall

TIMMA Committee

Meets on a quarterly basis in City Hall



Memorandum

AGENDA ITEM 6

DATE: November 14, 2024
TO: Transportation Authority Board
FROM: Cynthia Fong – Deputy Director for Finance and Administration
SUBJECT: 12/17/24 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024

<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 three-month internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2024/25 period ending September 30, 2024.</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 24-48) 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 24-48) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report. Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a "Balance Sheet" (Attachment 1) and a "Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison" (Attachment 2). In Attachment 2, the last two columns show the prorated adopted budget values and the variance of revenues and expenditures as compared to the prorated adopted budget. For the three months



ending September 30, 2024, the numbers in the prorated amended budget column one-fourth of the total adopted budget for FY 2024/25, including the Treasure Island Mobility Management Agency. Although sales tax, vehicle registration fee, and Traffic Congestion Mitigation Tax (TNC Tax) Program revenue estimates are included, the Internal Accounting Report does not include: the Governmental Accounting Standards Board Statement Number 34 adjustments, and the other accruals that are done at fiscal year-end. The Balance Sheet values, as of September 30, 2024, are used as the basis for the Investment Policy compliance review.

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

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

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

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

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



Balance Sheet Analysis. Attachment 1 presents assets, liabilities, and fund balances, as of September 30, 2024. Cash, deposits, and investments total to \$69.9 million. Other assets total \$63.2 million, which mainly includes \$18.2 million sales tax receivable and \$30.6 million of the program receivables. Liabilities total \$285.2 million, as of September 30, 2024, and mainly includes \$25.0 million in accounts payable, \$63.0 million in accounts payable to the City and County of San Francisco and \$193.0 million in sales tax revenue bond and premium amounts (Series 2017). There is \$169.3 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 \$37.7 million in restricted fund balance and \$207.1 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 within any of our five programs and TIMMA, which can result in a negative position.

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

Attachment 2 compares the prorated budget to actual levels for revenues and expenditures for the first three months (first quarter) of the fiscal year. We earned \$51.6 million in revenues, including \$26.2 million in sales tax revenues, \$1.2 million in vehicle registration fee, \$1.7 million in traffic congestion mitigation tax, and \$22.2 million in total program revenues for the three months ending September 30, 2024. Total revenue was higher than the prorated budget estimates by \$3.3 million. The variance in program revenues is mainly related to federal and state reimbursements for the Southgate Road Realignment Improvements Project (Southgate), or Phase 2 of the Interstate-80/Yerba Buena Island Interchange Improvement Project, which has been deferred from past years.

As of September 30, 2024, we incurred \$25.4 million of expenditures, including \$6.7 million in debt principal payment and service cost for the sales tax revenue bond; \$3.3 million for personnel and non-personnel expenditures; and \$15.4 million of capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$41.3 million. This amount mainly includes a net favorable variance of \$108 thousand for personnel and non-personnel expenditures, a non-favorable variance of \$1.3 million in principle charges, a favorable variance in interest and fiscal charges of \$837 thousand, and a favorable variance of \$41.6 million in capital project



costs. The net non-favorable variance of \$423 thousand in debt service costs is due to timing of bond principal and interest payments and earlier start of withholding the necessary amounts for the bi-annual interest payments made in August and February and due to costs related to the revolving credit (loan) agreement as we have not needed to borrow funds yet. The favorable variance of \$41.6 million in capital project costs is 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 September 30, 2024, approximately 50.3% 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. 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 September 30, 2024, the Transportation Authority does not have any outstanding balance on the loan.

As of September 30, 2024, total outstanding bond principal and premium balance is \$193.0 million. We made cumulative payments of \$119.8 million, including principal payment of \$68.6 million and interest payment of \$51.2 million.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

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



**San Francisco
County Transportation
Authority**

Attachment 1
Governmental Funds
Balance Sheet (unaudited)
For the three months ending September 30, 2024

	Special Revenue Funds						Total Governmental Funds
	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	
ASSETS							
Cash in bank	\$ 12,862,065	\$ -	\$ 1,126,460	\$ 20,739,783	\$ -	\$ -	\$ 34,728,308
Deposits and investments with the City Treasurer	11,049,758	-	-	-	-	24,089,696	35,139,454
Sales tax receivable	18,168,145	-	-	-	-	-	18,168,145
Vehicle registration fee receivable	-	-	-	1,194,977	-	-	1,194,977
Traffic congestion mitigation tax receivable	-	-	-	-	-	1,723,456	1,723,456
Interest receivable from the City and County of San Francisco	409,511	-	-	-	-	330,339	739,850
Program receivables							
Federal	-	16,880,655	-	-	74,721	-	16,955,376
State	-	6,587,310	-	-	23,887	-	6,611,197
Regional and other	-	5,905,262	406,519	-	673,376	-	6,985,157
Receivables from the City and County of San Francisco	-	3,609,231	-	-	506,826	-	4,116,057
Other receivables	2,776,902	-	-	-	-	-	2,776,902
Due from other funds	3,591,488	-	6,748	257,496	-	-	3,855,732
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
Total Assets	<u>\$ 48,939,449</u>	<u>\$ 32,982,458</u>	<u>\$ 1,539,727</u>	<u>\$ 22,192,256</u>	<u>\$ 1,278,810</u>	<u>\$ 26,143,491</u>	<u>\$ 133,076,191</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
Liabilities							
Accounts payable	\$ 11,078,964	\$ 10,669,630	\$ 85,222	\$ 149,017	\$ 17,676	\$ 3,004,531	\$ 25,005,040
Accounts payable to the City and County of San Francisco	56,607,208	-	143,518	5,638,153	-	571,018	62,959,897
Accrued salaries and taxes	336,907	-	-	-	-	-	336,907
Sales tax revenue bond (Series 2017)	193,012,944	-	-	-	-	-	193,012,944
Due to other funds	-	3,644,367	-	-	53,372	157,993	3,855,732
Total liabilities	<u>261,036,023</u>	<u>14,313,997</u>	<u>228,740</u>	<u>5,787,170</u>	<u>71,048</u>	<u>3,733,542</u>	<u>285,170,520</u>
Deferred Inflows of Resources							
Unavailable revenues	-	18,668,461	406,519	-	1,207,762	-	20,282,742
Total deferred inflows of resources	<u>-</u>	<u>18,668,461</u>	<u>406,519</u>	<u>-</u>	<u>1,207,762</u>	<u>-</u>	<u>20,282,742</u>
Fund Balances							
Nonspendable	81,580	-	-	-	-	-	81,580
Restricted	2,357,612	-	904,468	12,028,407	-	22,409,949	37,700,436
Unassigned	(214,535,766)	-	-	4,376,679	-	-	(210,159,087)
Total Fund Balances (deficit)	<u>(212,096,574)</u>	<u>-</u>	<u>904,468</u>	<u>16,405,086</u>	<u>-</u>	<u>22,409,949</u>	<u>(172,377,071)</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	<u>\$ 48,939,449</u>	<u>\$ 32,982,458</u>	<u>\$ 1,539,727</u>	<u>\$ 22,192,256</u>	<u>\$ 1,278,810</u>	<u>\$ 26,143,491</u>	<u>\$ 133,076,191</u>



	Special Revenue Funds						Total Governmental Funds	Prorated Adopted Budget Fiscal Year 2024/25	Variance With Prorated Adopted Budget Positive (Negative)
	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			
REVENUES									
Sales tax	\$ 26,190,095	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,190,095	\$ 27,077,000	\$ (886,905)
Vehicle registration fee	-	-	-	1,194,977	-	-	1,194,977	1,136,377	58,600
Traffic congestion mitigation tax	-	-	-	-	-	1,723,456	1,723,456	2,125,000	(401,544)
Investment income	237,452	-	150	5,246	-	115,533	358,381	371,411	(13,030)
Program revenues									
Federal	-	14,942,226	-	-	188,900	-	15,131,126	8,521,167	6,609,959
State	-	6,273,428	-	-	6,320	-	6,279,748	6,222,879	56,870
Regional and other	-	726,632	-	-	20,595	-	747,227	2,878,367	(2,131,140)
Total Revenues	26,427,547	21,942,286	150	1,200,223	215,815	1,838,989	51,625,010	48,332,200	3,292,810
EXPENDITURES									
Current - transportation improvement									
Personnel expenditures	1,196,302	1,101,385	18,633	38,957	64,986	64,702	2,484,965	2,557,910	72,945
Non-personnel expenditures	789,023	6,976	-	235	2,233	-	798,467	834,002	35,535
Capital improvements related to infrastructure	1,168,336	13,789,568	-	-	16,048	458,305	15,432,257	57,075,460	41,643,203
Debt service									
Principal	5,041,667	-	-	-	-	-	5,041,667	3,781,250	(1,260,417)
Interest and fiscal charges	1,627,661	-	-	-	-	-	1,627,661	2,464,625	836,964
Total Expenditures	9,822,989	14,897,929	18,633	39,192	83,267	523,007	25,385,017	66,713,246	41,328,229
Excess (Deficiency) of Revenues Over (Under) Expenditures	16,604,558	7,044,357	(18,483)	1,161,031	132,548	1,315,982	26,239,993	(18,381,046)	(38,035,419)
OTHER FINANCING SOURCES (USES)									
Transfers in	7,176,905	-	-	-	-	-	7,176,905	1,868,553	5,308,352
Transfers out	-	(7,044,357)	-	-	(132,548)	-	(7,176,905)	(1,868,553)	(5,308,352)
Draw on revolving credit agreement	-	-	-	-	-	-	-	16,250,000	(16,250,000)
Total Other Financing Sources (Uses)	7,176,905	(7,044,357)	-	-	(132,548)	-	-	16,250,000	(16,250,000)
NET CHANGE IN FUND BALANCES	23,781,463	-	(18,483)	1,161,031	-	1,315,982	26,239,993		
Fund Balances - Beginning	(42,865,093)	-	922,951	15,244,055	-	21,093,967	(5,604,120)		
Sales tax revenue bonds (Series 2017)	(193,012,944)	-	-	-	-	-	(193,012,944)		
Fund Balances - Ending	\$ (212,096,574)	\$ -	\$ 904,468	\$ 16,405,086	\$ -	\$ 22,409,949	\$ (172,377,071)		



Treasurer & Tax Collector

CITY AND COUNTY OF SAN FRANCISCO

José Cisneros
TREASURER

Investment Report for the month of September 2024

October 15, 2024

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

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

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of September 30, 2024. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of September 2024 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 *

	Current Month		Prior Month	
(in \$ million)	Fiscal YTD	September 2024	Fiscal YTD	August 2024
Average Daily Balance	\$ 15,804	\$ 15,819	\$ 15,796	\$ 15,949
Net Earnings	146.21	48.10	98.11	49.95
Earned Income Return	3.67%	3.70%	3.66%	3.69%

CCSF Pooled Fund Statistics *

(in \$ million)	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	22.59%	\$ 3,629.1	\$ 3,564.9	1.52%	1.92%	580
Federal Agencies	42.60%	6,725.5	6,723.6	3.53%	3.59%	699
Public Time Deposits	0.19%	30.0	30.0	5.35%	5.35%	92
Negotiable CDs	8.99%	1,417.0	1,419.5	5.17%	5.17%	143
Commercial Paper	8.18%	1,289.9	1,291.2	0.00%	5.34%	92
Medium Term Notes	0.79%	123.8	124.6	3.74%	4.09%	765
Money Market Funds	13.46%	2,124.9	2,124.9	4.89%	4.89%	1
Supranationals	2.55%	404.3	403.2	2.66%	2.62%	542
Secured Bank Deposit	0.64%	101.5	101.5	5.35%	5.35%	1
Totals	100.0%	\$ 15,846.0	\$ 15,783.5	3.11%	3.67%	470

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
Greg Wagner - Controller, Office of the Controller
Mark de la Rosa - Director of Audits, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary

Pooled Fund

As of September 30, 2024

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 3,648.0	\$ 3,629.1	\$ 3,564.9	98.23	22.90%	100%	Yes
Federal Agencies	6,730.5	6,725.5	6,723.6	99.97	42.44%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	30.0	30.0	30.0	100.00	0.19%	100%	Yes
Negotiable CDs	1,417.0	1,417.0	1,419.5	100.18	8.94%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	1,307.0	1,289.9	1,291.2	100.10	8.14%	25%	Yes
Medium Term Notes	124.6	123.8	124.6	100.64	0.78%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/							
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	2,124.9	2,124.9	2,124.9	100.00	13.41%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	405.0	404.3	403.2	99.74	2.55%	30%	Yes
Secured Bank Deposit	101.5	101.5	101.5	100.00	0.64%	N/A	Yes
TOTAL	\$ 15,888.6	\$ 15,846.0	\$ 15,783.5	99.61	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 book value basis of the overall portfolio value. Cash balances are included in the City's compliance calculations.

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

Totals may not add due to rounding.

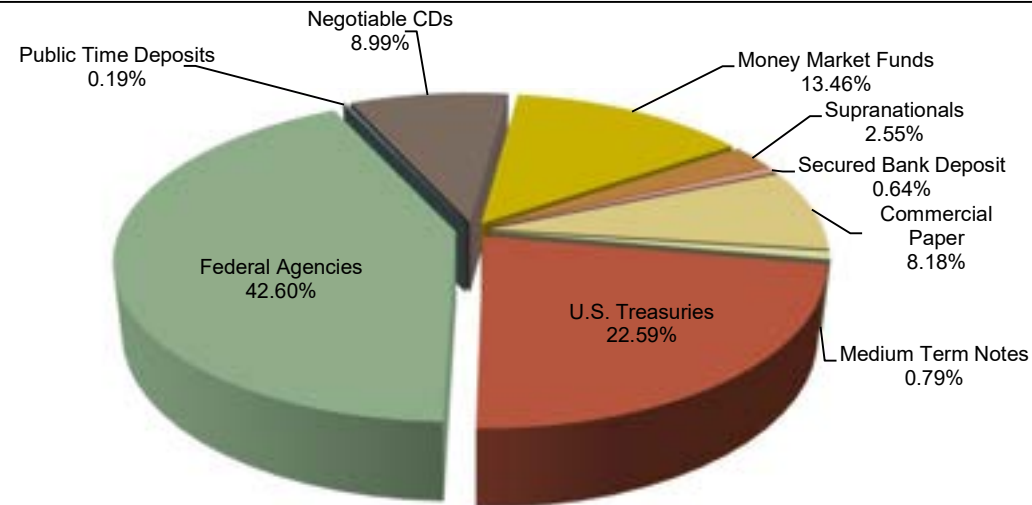
City and County of San Francisco

Pooled Fund Portfolio Statistics

For the month ended September 30, 2024

Average Daily Balance	\$15,819,458,949
Net Earnings	\$48,103,525
Earned Income Return	3.70%
Weighted Average Maturity	470 days

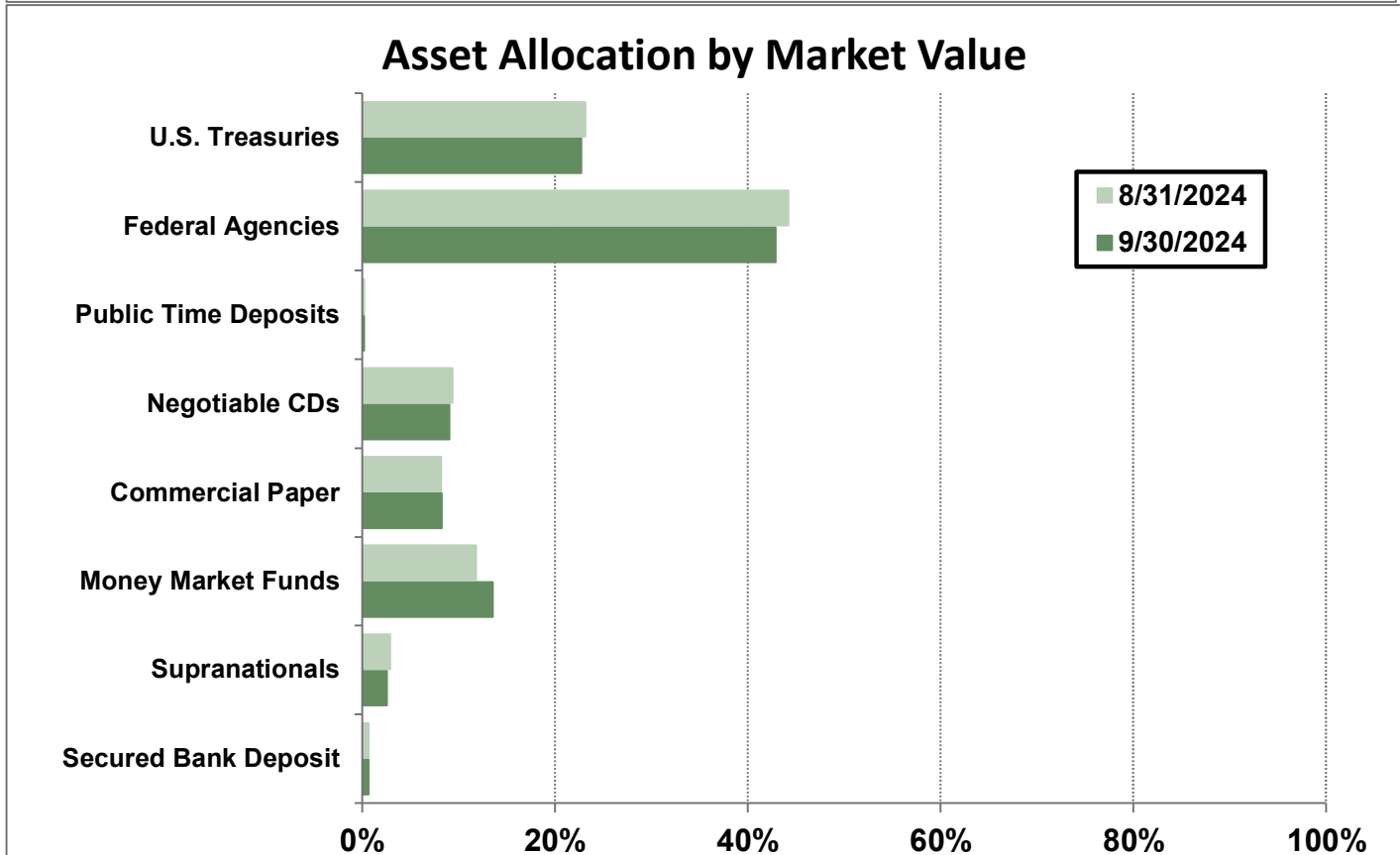
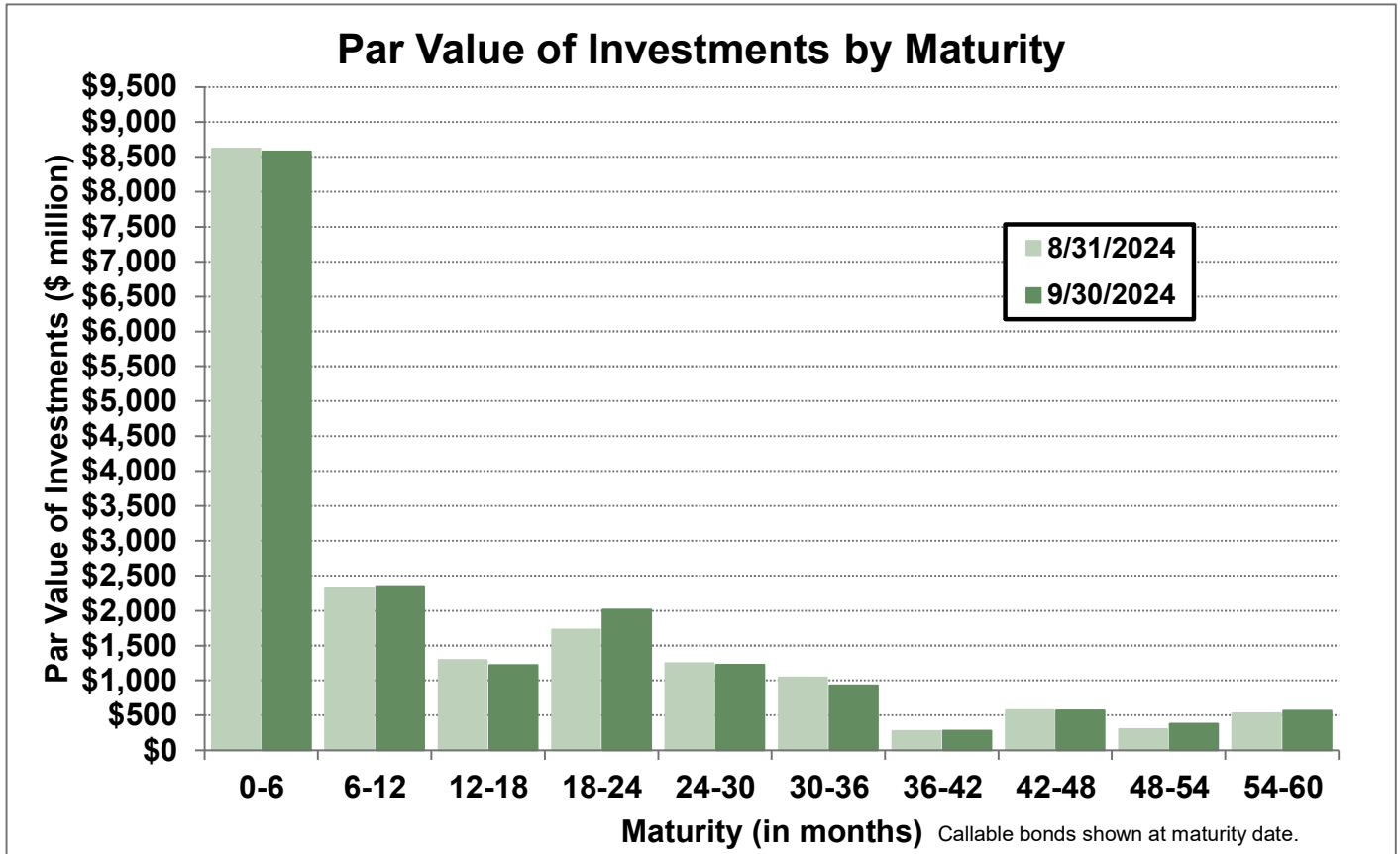
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	3,648.0	\$ 3,629.1	\$ 3,564.9
Federal Agencies		6,730.5	6,725.5	6,723.6
Public Time Deposits		30.0	30.0	30.0
Negotiable CDs		1,417.0	1,417.0	1,419.5
Commercial Paper		1,307.0	1,289.9	1,291.2
Medium Term Notes		124.6	123.8	124.6
Money Market Funds		2,124.9	2,124.9	2,124.9
Supranationals		405.0	404.3	403.2
Secured Bank Deposit		101.5	101.5	101.5
Total		\$ 15,888.6	\$ 15,846.0	\$ 15,783.5



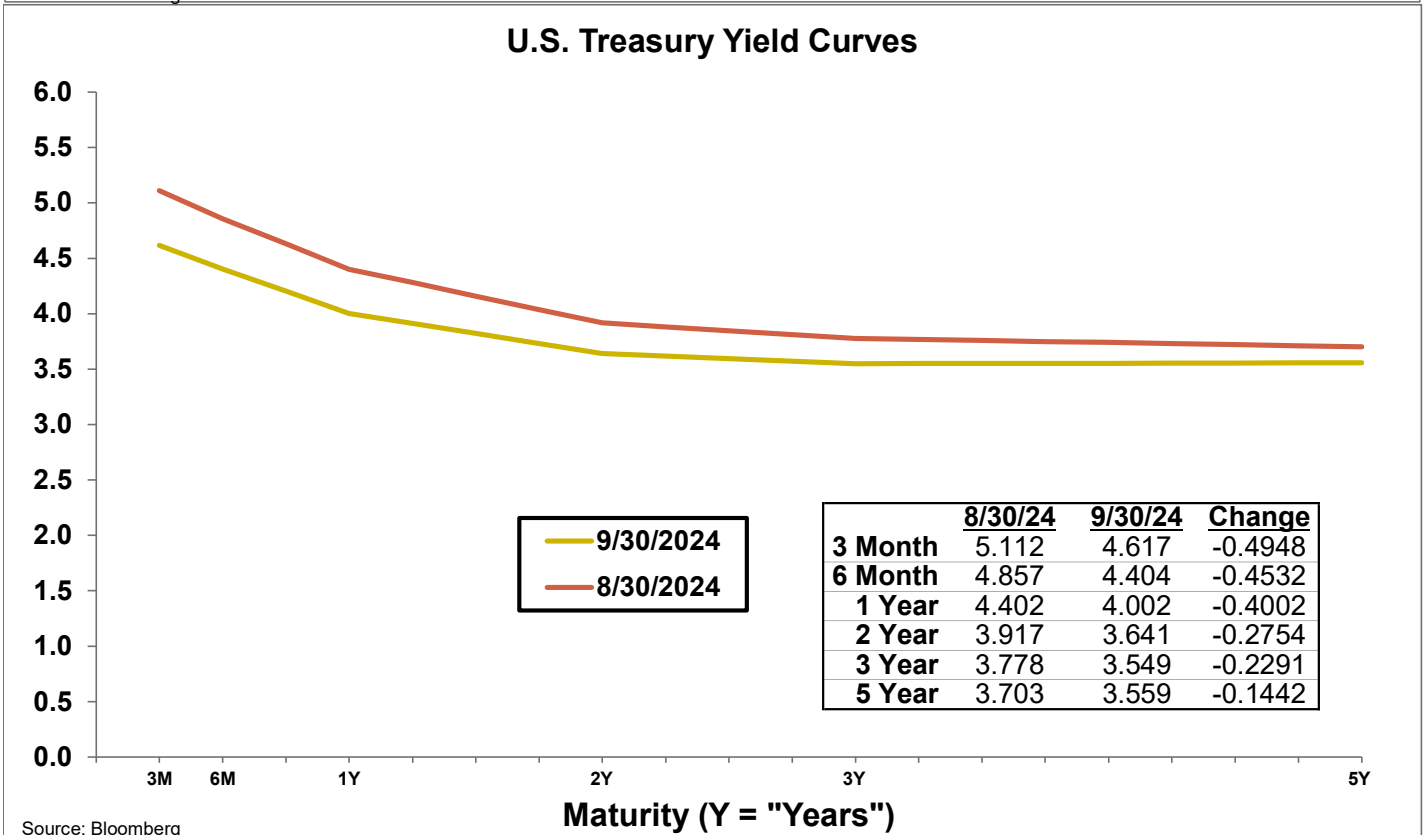
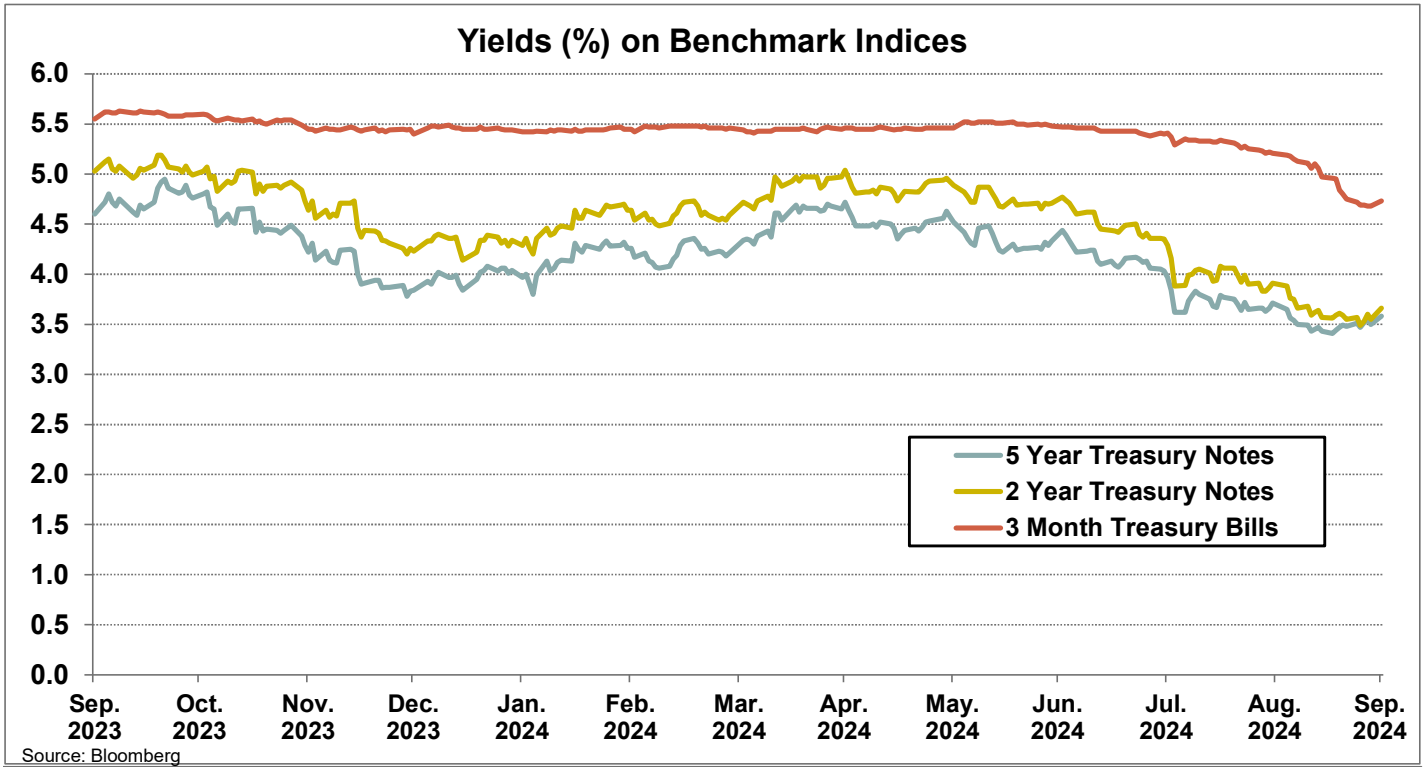
Asset Allocation by Market Value

Portfolio Analysis

Pooled Fund



Yield Curves



Investment Inventory

Pooled Fund

As of September 30, 2024

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized				
				Date					Book Value	Market Value			
U.S. Treasuries	912828YM6	U.S. Treasury Note	4/15/2021	10/31/2024	1.50	\$	50,000,000	\$	51,746,094	\$	50,040,450	\$	49,865,235
U.S. Treasuries	912797LD7	U.S. Treasury Bill	8/21/2024	11/14/2024	0.00		65,000,000		64,223,891		64,598,249		64,627,901
U.S. Treasuries	912828G38	U.S. Treasury Note	3/9/2021	11/15/2024	2.25		50,000,000		53,160,156		50,105,573		49,845,705
U.S. Treasuries	912828G38	U.S. Treasury Note	3/12/2021	11/15/2024	2.25		50,000,000		53,228,516		50,108,098		49,845,705
U.S. Treasuries	912797MP9	U.S. Treasury Bill	8/28/2024	12/17/2024	0.00		75,000,000		73,858,781		74,208,344		74,291,205
U.S. Treasuries	912828YY0	U.S. Treasury Note	3/15/2021	12/31/2024	1.75		50,000,000		52,226,563		50,146,083		49,642,580
U.S. Treasuries	912797MX2	U.S. Treasury Bill	9/19/2024	1/14/2025	0.00		68,000,000		66,966,162		67,072,197		67,133,830
U.S. Treasuries	912828Z52	U.S. Treasury Note	3/30/2021	1/31/2025	1.38		50,000,000		51,515,625		50,131,793		49,484,375
U.S. Treasuries	912828Z52	U.S. Treasury Note	4/15/2021	1/31/2025	1.38		50,000,000		51,507,813		50,132,627		49,484,375
U.S. Treasuries	912828ZC7	U.S. Treasury Note	3/15/2021	2/28/2025	1.13		50,000,000		51,011,719		50,104,950		49,339,845
U.S. Treasuries	912828ZC7	U.S. Treasury Note	3/31/2021	2/28/2025	1.13		50,000,000		50,998,047		50,104,690		49,339,845
U.S. Treasuries	912828ZF0	U.S. Treasury Note	4/15/2021	3/31/2025	0.50		50,000,000		49,779,297		49,972,374		49,058,595
U.S. Treasuries	912828ZF0	U.S. Treasury Note	4/19/2021	3/31/2025	0.50		50,000,000		49,839,844		49,979,897		49,058,595
U.S. Treasuries	912828ZL7	U.S. Treasury Note	5/18/2021	4/30/2025	0.38		50,000,000		49,615,234		49,943,738		48,886,720
U.S. Treasuries	912828XB1	U.S. Treasury Note	9/2/2021	5/15/2025	2.13		50,000,000		52,849,609		50,476,693		49,347,655
U.S. Treasuries	912828ZW3	U.S. Treasury Note	3/8/2021	6/30/2025	0.25		50,000,000		49,140,625		49,851,587		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	3/9/2021	6/30/2025	0.25		50,000,000		49,042,969		49,834,617		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/12/2021	6/30/2025	0.25		50,000,000		49,281,250		49,870,530		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/13/2021	6/30/2025	0.25		50,000,000		49,183,594		49,852,841		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/18/2021	6/30/2025	0.25		50,000,000		49,253,906		49,865,068		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	7/12/2021	6/30/2025	0.25		50,000,000		49,310,547		49,870,579		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	8/5/2021	6/30/2025	0.25		50,000,000		49,500,000		49,904,561		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	8/6/2021	6/30/2025	0.25		50,000,000		49,406,250		49,886,587		48,580,080
U.S. Treasuries	912828ZW3	U.S. Treasury Note	12/7/2021	6/30/2025	0.25		50,000,000		48,628,906		49,713,346		48,580,080
U.S. Treasuries	91282CHL8	U.S. Treasury Note	2/6/2024	6/30/2025	4.63		50,000,000		49,976,563		49,987,500		50,171,875
U.S. Treasuries	91282CAB7	U.S. Treasury Note	8/5/2021	7/31/2025	0.25		50,000,000		49,458,984		49,887,412		48,458,985
U.S. Treasuries	91282CAB7	U.S. Treasury Note	8/6/2021	7/31/2025	0.25		50,000,000		49,363,281		49,867,405		48,458,985
U.S. Treasuries	91282CFK2	U.S. Treasury Note	10/7/2022	9/15/2025	3.50		50,000,000		48,968,750		49,664,892		49,773,440
U.S. Treasuries	91282CAM3	U.S. Treasury Note	5/12/2021	9/30/2025	0.25		50,000,000		49,109,375		49,797,636		48,201,170
U.S. Treasuries	91282CAM3	U.S. Treasury Note	7/26/2021	9/30/2025	0.25		50,000,000		49,281,250		49,828,667		48,201,170
U.S. Treasuries	91282CAT8	U.S. Treasury Note	2/25/2021	10/31/2025	0.25		50,000,000		49,298,828		49,837,939		48,093,750
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/2/2021	10/31/2025	0.25		50,000,000		49,078,125		49,786,302		48,093,750
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/4/2021	10/31/2025	0.25		50,000,000		49,048,828		49,779,252		48,093,750
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/25/2021	12/31/2025	0.38		50,000,000		49,455,078		49,859,613		47,910,155
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/26/2021	12/31/2025	0.38		50,000,000		49,271,484		49,812,209		47,910,155
U.S. Treasuries	91282CBW0	U.S. Treasury Note	6/28/2021	4/30/2026	0.75		50,000,000		49,662,109		49,889,856		47,730,470
U.S. Treasuries	91282CBW0	U.S. Treasury Note	7/2/2021	4/30/2026	0.75		50,000,000		49,730,469		49,911,940		47,730,470
U.S. Treasuries	912828R36	U.S. Treasury Note	7/23/2021	5/15/2026	1.63		50,000,000		52,203,125		50,741,063		48,375,000
U.S. Treasuries	912828R36	U.S. Treasury Note	8/27/2021	5/15/2026	1.63		50,000,000		51,890,625		50,648,873		48,375,000
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/2/2021	6/30/2026	0.88		50,000,000		49,931,641		49,976,127		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/14/2021	6/30/2026	0.88		50,000,000		50,070,313		50,024,718		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026	0.88		50,000,000		50,345,703		50,122,069		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026	0.88		50,000,000		50,328,125		50,115,862		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/6/2021	6/30/2026	0.88		50,000,000		50,406,250		50,144,651		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/10/2021	6/30/2026	0.88		50,000,000		50,240,234		50,085,731		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	9/24/2021	6/30/2026	0.88		50,000,000		49,937,500		49,977,119		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	10/14/2021	6/30/2026	0.88		50,000,000		49,593,750		49,849,546		47,634,765
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	1/4/2022	6/30/2026	0.88		50,000,000		49,027,344		49,621,745		47,634,765
U.S. Treasuries	91282CCW9	U.S. Treasury Note	9/28/2021	8/31/2026	0.75		50,000,000		49,449,219		49,785,875		47,324,220

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026		0.88	50,000,000	49,689,453	49,875,474	47,359,375
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026		0.88	50,000,000	49,671,875	49,868,425	47,359,375
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/19/2021	9/30/2026		0.88	50,000,000	49,318,359	49,725,005	47,359,375
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/3/2021	11/30/2026		1.25	50,000,000	50,072,266	50,031,316	47,550,780
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/7/2021	11/30/2026		1.25	50,000,000	50,117,188	50,050,895	47,550,780
U.S. Treasuries	91282CDK4	U.S. Treasury Note	3/29/2022	11/30/2026		1.25	50,000,000	47,078,125	48,647,756	47,550,780
U.S. Treasuries	91282CDQ1	U.S. Treasury Note	3/29/2022	12/31/2026		1.25	50,000,000	47,107,422	48,633,598	47,472,655
U.S. Treasuries	91282CEF4	U.S. Treasury Note	4/6/2022	3/31/2027		2.50	25,000,000	24,757,813	24,878,773	24,355,470
U.S. Treasuries	91282CKV2	U.S. Treasury Note	6/26/2024	6/15/2027		4.63	50,000,000	50,199,219	50,181,392	51,459,650
U.S. Treasuries	91282CKV2	U.S. Treasury Note	7/9/2024	6/15/2027		4.63	50,000,000	50,292,969	50,269,991	51,459,650
U.S. Treasuries	91282CEW7	U.S. Treasury Note	3/21/2024	6/30/2027		3.25	50,000,000	48,203,125	48,494,591	49,570,315
U.S. Treasuries	91282CEW7	U.S. Treasury Note	4/3/2024	6/30/2027		3.25	50,000,000	48,113,281	48,401,951	49,570,315
U.S. Treasuries	91282CEW7	U.S. Treasury Note	9/26/2024	6/30/2027		3.25	50,000,000	49,683,594	49,685,165	49,570,315
U.S. Treasuries	9128284N7	U.S. Treasury Note	4/9/2024	5/15/2028		2.88	65,000,000	61,082,227	61,540,216	63,418,167
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/5/2024	6/30/2028		4.00	50,000,000	49,974,609	48,978,795	50,732,420
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028		4.00	50,000,000	49,927,734	49,939,163	50,732,420
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028		4.00	50,000,000	49,904,297	49,919,433	50,732,420
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/6/2024	6/30/2028		4.00	50,000,000	49,677,734	49,725,492	50,732,420
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/27/2024	6/30/2028		4.00	50,000,000	49,298,828	49,394,825	50,732,420
U.S. Treasuries	91282CHK0	U.S. Treasury Note	5/13/2024	6/30/2028		4.00	50,000,000	48,939,453	49,038,550	50,732,420
U.S. Treasuries	91282CHX2	U.S. Treasury Note	12/12/2023	8/31/2028		4.38	50,000,000	50,115,234	50,095,583	51,423,830
U.S. Treasuries	9128286B1	U.S. Treasury Note	4/11/2024	2/15/2029		2.63	50,000,000	45,710,938	46,129,914	48,060,545
U.S. Treasuries	91282CKD2	U.S. Treasury Note	4/8/2024	2/28/2029		4.25	50,000,000	49,773,438	49,795,751	51,363,280
Subtotals						1.52	\$ 3,648,000,000	\$ 3,629,111,530	\$ 3,629,081,529	\$ 3,564,937,292
U.S. Agencies	3130ATT31	Federal Home Loan Bank	11/1/2022	10/3/2024		4.50	\$ 50,000,000	\$ 49,860,500	\$ 49,999,603	\$ 49,997,000
U.S. Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024		5.32	25,000,000	25,000,000	25,000,000	25,000,750
U.S. Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024		5.32	25,000,000	25,000,000	25,000,000	25,000,750
U.S. Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024		5.32	50,000,000	50,000,000	50,000,000	50,001,500
U.S. Agencies	313384K32	Federal Home Loan Bank Discount	3/26/2024	10/11/2024		0.00	25,000,000	24,306,264	24,965,139	24,954,500
U.S. Agencies	3133EPHD0	Federal Farm Credit Bank	4/28/2023	10/28/2024		4.50	20,000,000	19,968,400	19,998,446	19,994,200
U.S. Agencies	3133EPHD0	Federal Farm Credit Bank	4/28/2023	10/28/2024		4.50	25,000,000	24,959,000	24,997,984	24,992,750
U.S. Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,999,496	9,947,400
U.S. Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,999,496	9,947,400
U.S. Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024		0.88	50,000,000	49,942,500	49,997,482	49,737,000
U.S. Agencies	3133ENZ94	Federal Farm Credit Bank	11/18/2022	11/18/2024		4.50	25,000,000	24,973,500	24,998,260	24,986,000
U.S. Agencies	3133ELCP7	Federal Farm Credit Bank	12/3/2019	12/3/2024		1.63	25,000,000	24,960,000	24,998,621	24,861,000
U.S. Agencies	3133ENGQ7	Federal Farm Credit Bank	12/9/2021	12/9/2024		0.92	50,000,000	49,985,000	49,999,056	49,630,500
U.S. Agencies	3133ENGQ7	Federal Farm Credit Bank	12/9/2021	12/9/2024		0.92	50,000,000	49,963,000	49,997,671	49,630,500
U.S. Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024		4.25	10,000,000	9,982,900	9,986,129	9,986,600
U.S. Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024		4.25	25,000,000	24,954,500	24,995,021	24,966,500
U.S. Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024		4.25	25,000,000	24,954,500	24,995,021	24,966,500
U.S. Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025		1.13	20,000,000	19,955,000	19,995,999	19,814,200
U.S. Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025		1.13	25,000,000	24,943,750	24,994,999	24,767,750
U.S. Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025		1.13	25,000,000	24,943,750	24,994,999	24,767,750
U.S. Agencies	3135GOX24	Fannie Mae	4/21/2021	1/7/2025		1.63	39,060,000	40,632,556	39,173,567	38,750,645
U.S. Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025		4.88	10,000,000	9,999,400	9,999,923	10,003,300
U.S. Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025		4.88	20,000,000	19,998,800	19,999,847	20,006,600
U.S. Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025		4.88	20,000,000	19,999,580	19,999,946	20,006,600
U.S. Agencies	3130BOMZ9	Federal Home Loan Bank	3/27/2024	1/27/2025		5.10	115,000,000	115,000,000	115,000,000	115,205,850

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025		4.25	10,000,000	9,947,200	9,990,466	9,988,200
U.S. Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025		4.25	29,875,000	29,716,065	29,846,300	29,839,748
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,999,717	4,945,950
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,999,717	4,945,950
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025		1.50	5,000,000	4,996,150	4,999,717	4,945,950
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025		1.50	15,000,000	14,988,450	14,999,152	14,837,850
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025		1.50	50,000,000	49,961,500	49,997,173	49,459,500
U.S. Agencies	3137EAEP0	Freddie Mac	4/21/2021	2/12/2025		1.50	53,532,000	55,450,052	53,716,507	52,953,319
U.S. Agencies	3130AUVZ4	Federal Home Loan Bank	2/13/2023	2/13/2025		4.50	50,000,000	49,921,500	49,985,503	49,974,500
U.S. Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025		5.00	25,000,000	24,967,000	24,993,201	25,055,000
U.S. Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025		5.00	35,000,000	34,953,800	34,990,481	35,077,000
U.S. Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025		1.21	16,000,000	15,990,720	15,999,214	15,777,440
U.S. Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025		1.21	24,000,000	23,964,240	23,996,970	23,666,160
U.S. Agencies	3133EMWT5	Federal Farm Credit Bank	4/21/2021	4/21/2025		0.60	50,000,000	49,973,500	49,996,336	48,970,000
U.S. Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025		0.63	37,938,000	37,367,792	37,843,969	37,197,830
U.S. Agencies	3135G03U5	Fannie Mae	7/12/2021	4/22/2025		0.63	50,000,000	50,108,000	50,015,887	49,024,500
U.S. Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025		0.63	50,000,000	49,243,950	49,875,322	49,024,500
U.S. Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025		2.85	6,000,000	5,991,600	5,998,207	5,950,800
U.S. Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025		2.85	20,000,000	19,972,000	19,994,022	19,836,000
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025		4.63	10,000,000	9,991,700	9,997,161	10,041,500
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025		4.63	15,000,000	14,987,550	14,995,741	15,062,250
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025		4.63	25,000,000	24,979,250	24,992,902	25,103,750
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025		4.63	52,000,000	51,956,840	51,985,236	52,215,800
U.S. Agencies	3130ASG86	Federal Home Loan Bank	8/4/2022	6/13/2025		3.38	11,940,000	12,000,178	11,954,699	11,894,867
U.S. Agencies	3130ASG86	Federal Home Loan Bank	8/3/2022	6/13/2025		3.38	12,700,000	12,806,045	12,725,877	12,651,994
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/10/2023	6/13/2025		4.38	3,000,000	3,012,270	3,004,090	3,005,910
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025		4.38	9,915,000	9,975,878	9,935,240	9,934,533
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025		4.38	10,000,000	10,065,000	10,021,610	10,019,700
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/11/2023	6/13/2025		4.38	10,000,000	10,036,000	10,012,016	10,019,700
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/17/2023	6/13/2025		4.38	24,000,000	24,079,440	24,026,725	24,047,280
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/9/2023	6/13/2025		4.38	25,500,000	25,624,695	25,541,511	25,550,235
U.S. Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025		5.13	10,800,000	10,818,036	10,806,675	10,873,764
U.S. Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025		5.13	48,150,000	48,241,967	48,184,037	48,478,865
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025		4.25	15,000,000	14,988,383	14,996,755	15,008,700
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025		4.25	15,000,000	14,989,800	14,997,151	15,008,700
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025		4.25	15,000,000	14,989,050	14,996,942	15,008,700
U.S. Agencies	3133ENYQ7	Federal Farm Credit Bank	6/13/2022	6/13/2025		2.95	50,000,000	49,975,500	49,994,300	49,589,500
U.S. Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025		0.50	4,655,000	4,556,640	4,635,206	4,538,625
U.S. Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025		0.50	10,000,000	9,789,600	9,957,658	9,750,000
U.S. Agencies	3130AN4A5	Federal Home Loan Bank	7/12/2021	6/30/2025		0.70	17,680,000	17,734,631	17,690,255	17,224,740
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025		4.00	25,000,000	24,982,000	24,992,979	24,972,250
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025		4.00	26,500,000	26,483,835	26,493,695	26,470,585
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025		4.00	30,000,000	29,981,700	29,992,862	29,966,700
U.S. Agencies	3135G05X7	Fannie Mae	3/4/2021	8/25/2025		0.38	25,000,000	24,684,250	24,966,657	24,210,750
U.S. Agencies	3135G05X7	Fannie Mae	2/25/2021	8/25/2025		0.38	72,500,000	71,862,000	72,372,555	70,211,175
U.S. Agencies	3130A8ZQ9	Federal Home Loan Bank	11/2/2021	9/12/2025		1.75	10,295,000	10,575,333	10,363,791	10,080,040
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025		5.00	8,230,000	8,224,074	8,227,171	8,313,123
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025		5.00	15,000,000	14,981,850	14,991,335	15,151,500
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025		5.00	20,000,000	19,975,800	19,988,446	20,202,000
U.S. Agencies	3137EAEX3	Freddie Mac	3/4/2021	9/23/2025		0.38	22,600,000	22,295,352	22,534,640	21,845,160

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
				Date					Book Value	
U.S. Agencies	3133EPDL6	Federal Farm Credit Bank	3/15/2023	10/1/2025		4.85	50,000,000	50,000,000	50,000,000	50,471,000
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	24,000,000	23,923,440	23,959,782	24,321,600
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	25,000,000	24,985,500	24,992,383	25,335,000
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	35,000,000	34,972,350	34,985,475	35,469,000
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	50,000,000	49,972,000	49,985,291	50,670,000
U.S. Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025		1.05	39,675,000	39,622,232	39,660,120	38,557,355
U.S. Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025		1.05	55,000,000	54,923,000	54,978,286	53,450,650
U.S. Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025		1.17	45,000,000	44,954,100	44,986,145	43,707,600
U.S. Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025		1.17	50,000,000	49,949,000	49,984,606	48,564,000
U.S. Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	15,000,000	14,954,700	14,981,235	15,015,450
U.S. Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	20,000,000	19,939,600	19,974,980	20,020,600
U.S. Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	25,000,000	24,923,750	24,968,415	25,025,750
U.S. Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026		4.00	20,000,000	19,982,400	19,992,469	20,020,600
U.S. Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026		4.00	30,000,000	29,977,200	29,990,243	30,030,900
U.S. Agencies	3130AUTC8	Federal Home Loan Bank	2/9/2023	2/6/2026		4.01	21,100,000	20,985,427	21,048,322	21,178,492
U.S. Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026		3.63	25,000,000	24,928,500	24,964,214	24,962,250
U.S. Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026		3.63	30,000,000	29,905,500	29,952,703	29,954,700
U.S. Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	25,000,000	24,953,500	24,978,362	25,191,250
U.S. Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	28,000,000	27,954,080	27,978,632	28,214,200
U.S. Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	50,000,000	49,918,000	49,961,843	50,382,500
U.S. Agencies	3133ENJ35	Federal Farm Credit Bank	8/25/2022	2/25/2026		3.32	35,000,000	34,957,650	34,983,060	34,777,400
U.S. Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,953,900	9,971,762	10,171,100
U.S. Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,950,700	9,969,802	10,171,100
U.S. Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,950,700	9,969,802	10,171,100
U.S. Agencies	3130AXB31	Federal Home Loan Bank	4/5/2024	3/13/2026		4.88	25,000,000	25,053,750	25,040,141	25,427,750
U.S. Agencies	3130AXB31	Federal Home Loan Bank	4/2/2024	3/13/2026		4.88	36,730,000	36,803,460	36,784,629	37,358,450
U.S. Agencies	3133EP5K7	Federal Farm Credit Bank	4/2/2024	3/13/2026		4.50	50,000,000	49,758,000	49,820,034	50,568,000
U.S. Agencies	3133EMZ21	Federal Farm Credit Bank	8/9/2021	4/6/2026		0.69	15,500,000	15,458,150	15,486,419	14,819,860
U.S. Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026		2.64	20,000,000	19,961,200	19,985,287	19,691,400
U.S. Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026		2.64	30,000,000	29,941,800	29,977,931	29,537,100
U.S. Agencies	3130AVWS7	Federal Home Loan Bank	5/10/2023	6/12/2026		3.75	17,045,000	16,991,479	17,015,656	17,080,113
U.S. Agencies	3130AVWS7	Federal Home Loan Bank	5/17/2023	6/12/2026		3.75	20,000,000	19,939,200	19,966,457	20,041,200
U.S. Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026		4.00	10,000,000	9,934,300	9,963,263	10,061,500
U.S. Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026		4.00	15,000,000	14,899,350	14,943,720	15,092,250
U.S. Agencies	3130AWLZ1	Federal Home Loan Bank	7/10/2023	6/12/2026		4.75	50,000,000	49,856,000	49,916,539	50,897,500
U.S. Agencies	3130B1BT3	Federal Home Loan Bank	6/18/2024	6/12/2026		4.88	13,485,000	13,505,093	13,502,179	13,752,947
U.S. Agencies	3133ERHD6	Federal Farm Credit Bank	6/18/2024	6/12/2026		4.88	20,000,000	20,030,400	20,025,991	20,376,800
U.S. Agencies	3133ERHD6	Federal Farm Credit Bank	6/18/2024	6/12/2026		4.88	32,000,000	32,051,200	32,043,775	32,602,880
U.S. Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	20,000,000	19,969,200	19,982,520	20,162,600
U.S. Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	24,700,000	24,640,226	24,666,077	24,900,811
U.S. Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	30,000,000	29,951,400	29,972,419	30,243,900
U.S. Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	25,000,000	24,986,750	24,992,384	25,337,250
U.S. Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	25,000,000	24,986,750	24,992,384	25,337,250
U.S. Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	50,000,000	49,973,500	49,984,767	50,674,500
U.S. Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	10,000,000	9,991,700	9,994,823	10,181,100
U.S. Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	19,000,000	18,984,800	18,990,518	19,344,090
U.S. Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	21,000,000	20,982,780	20,989,258	21,380,310
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,834,750
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,834,750
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,834,750

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,834,750
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,818,250
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	3,000,000	2,991,930	2,994,639	3,072,030
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	9,615,000	9,589,136	9,597,817	9,845,856
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	16,000,000	15,956,960	15,971,407	16,384,160
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	25,000,000	24,936,750	24,957,980	25,600,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,786,250
U.S. Agencies	3133EPSW6	Federal Farm Credit Bank	8/14/2023	8/14/2026		4.50	50,000,000	49,885,000	49,928,440	50,844,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,755,000
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	19,000,000	18,974,730	18,975,361	19,006,460
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	25,000,000	24,966,750	24,967,580	25,008,500
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	25,900,000	25,865,553	25,866,413	25,908,806
U.S. Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	50,000,000	49,933,500	49,935,160	50,017,000
U.S. Agencies	3133EM4X7	Federal Farm Credit Bank	12/12/2023	9/10/2026		0.80	28,975,000	26,174,277	26,995,226	27,460,767
U.S. Agencies	3130AXCP1	Federal Home Loan Bank	10/18/2023	9/11/2026		4.88	11,895,000	11,821,965	11,846,034	12,175,841
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,879,000
U.S. Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026		4.88	14,000,000	13,904,940	13,935,037	14,348,460
U.S. Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026		4.88	30,000,000	29,834,100	29,886,625	30,746,700
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,997,500
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,929,250
U.S. Agencies	3130AXU63	Federal Home Loan Bank	11/17/2023	11/17/2026		4.63	50,000,000	49,911,500	49,937,259	51,090,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,907,500
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	12,000,000	11,973,000	11,979,139	12,150,360
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	25,000,000	24,943,750	24,956,539	25,313,250
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	29,350,000	29,283,963	29,298,977	29,717,756
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	50,000,000	49,887,500	49,913,078	50,626,500
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	5,000,000	4,992,850	4,994,481	5,071,250
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	10,000,000	9,986,600	9,989,657	10,142,500
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	25,000,000	24,968,500	24,975,685	25,356,250

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
				Date					Book Value	
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	35,000,000	34,955,900	34,965,959	35,498,750
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	50,000,000	49,933,000	49,948,283	50,712,500
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,213,750
U.S. Agencies	3133ENRD4	Federal Farm Credit Bank	3/16/2022	3/10/2027		1.68	48,573,000	47,432,020	48,015,048	46,486,790
U.S. Agencies	3133EP6K6	Federal Farm Credit Bank	4/2/2024	3/26/2027		4.50	50,000,000	49,910,000	49,925,055	51,057,000
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	22,500,000	22,392,338	22,445,962	22,001,175
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	24,500,000	24,377,010	24,438,269	23,956,835
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	25,000,000	24,804,000	24,901,624	24,445,750
U.S. Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	17,000,000	16,955,120	16,962,224	17,506,770
U.S. Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	20,000,000	19,947,200	19,955,557	20,596,200
U.S. Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	40,000,000	39,894,400	39,911,114	41,192,400
U.S. Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	48,000,000	47,873,280	47,893,337	49,430,880
U.S. Agencies	3133ERDS7	Federal Farm Credit Bank	5/13/2024	5/6/2027		4.75	12,727,000	12,740,236	12,738,521	13,105,246
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	4,650,000	4,646,792	4,648,128	4,713,938
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	5,000,000	4,996,550	4,997,987	5,068,750
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	21,000,000	20,987,001	20,992,416	21,288,750
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	25,000,000	24,982,750	24,989,936	25,343,750
U.S. Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027		4.00	31,000,000	30,905,760	30,927,374	31,377,580
U.S. Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027		4.00	58,850,000	58,662,269	58,705,325	59,566,793
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027		3.50	10,000,000	10,141,500	10,077,793	9,983,800
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027		3.50	12,375,000	12,552,829	12,472,766	12,354,953
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/20/2022	6/11/2027		3.50	21,725,000	22,016,550	21,885,377	21,689,806
U.S. Agencies	3130AX4E5	Federal Home Loan Bank	5/13/2024	6/11/2027		4.50	11,000,000	10,937,190	10,945,069	11,280,148
U.S. Agencies	3130B1EF0	Federal Home Loan Bank	7/10/2024	6/11/2027		4.63	20,700,000	20,795,634	20,788,188	21,292,703
U.S. Agencies	3133EPMV4	Federal Farm Credit Bank	6/15/2023	6/15/2027		4.13	28,940,000	28,911,928	28,921,036	29,367,154
U.S. Agencies	3133EN2K9	Federal Farm Credit Bank	7/7/2022	6/28/2027		3.24	27,865,000	28,099,066	27,993,820	27,663,815
U.S. Agencies	3133ERJZ5	Federal Farm Credit Bank	6/28/2024	6/28/2027		4.50	30,000,000	29,985,840	29,987,068	30,736,500
U.S. Agencies	3133ERVR9	Federal Farm Credit Bank	9/30/2024	7/1/2027		3.50	55,000,000	54,925,200	54,925,275	54,989,000
U.S. Agencies	3133ERKM2	Federal Farm Credit Bank	7/9/2024	7/8/2027		4.50	25,000,000	25,033,250	25,030,697	25,618,500
U.S. Agencies	3133ERKM2	Federal Farm Credit Bank	7/10/2024	7/8/2027		4.50	25,000,000	25,025,500	25,023,564	25,618,500
U.S. Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027		4.25	10,000,000	9,996,500	9,996,724	10,184,100
U.S. Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027		4.25	15,000,000	14,994,750	14,995,086	15,276,150
U.S. Agencies	3133EPBM6	Federal Farm Credit Bank	2/23/2023	8/23/2027		4.13	10,000,000	9,974,000	9,983,279	10,153,600
U.S. Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027		4.63	27,950,000	27,834,008	27,859,493	28,811,978
U.S. Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027		4.63	33,300,000	33,161,472	33,191,908	34,326,972
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028		5.41	25,000,000	25,000,000	25,000,000	25,023,750
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028		5.41	25,000,000	25,000,000	25,000,000	25,023,750
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028		5.41	65,000,000	65,000,000	65,000,000	65,061,750
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028		5.13	25,000,000	25,000,000	25,000,000	25,012,750
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028		5.13	25,000,000	25,000,000	25,000,000	25,012,750
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028		5.13	50,000,000	50,000,000	50,000,000	50,025,500
U.S. Agencies	3133EP5S0	Federal Farm Credit Bank	4/9/2024	3/20/2028		4.25	4,971,000	4,916,667	4,923,265	5,088,813
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028		4.50	14,934,000	14,962,076	14,960,187	15,424,283
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/7/2024	6/7/2028		4.50	15,000,000	14,994,600	14,995,029	15,492,450
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028		4.50	20,000,000	20,037,600	20,035,071	20,656,600
U.S. Agencies	3133EPSK2	Federal Farm Credit Bank	8/7/2023	8/7/2028		4.25	19,500,000	19,412,250	19,432,470	19,992,375
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	10,000,000	9,979,100	9,983,676	10,351,300

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	15,000,000	14,962,800	14,970,944	15,526,950
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	25,000,000	24,943,500	24,955,870	25,878,250
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	33,000,000	32,904,960	32,925,768	34,159,290
U.S. Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028		4.25	5,000,000	4,972,100	4,973,915	5,134,550
U.S. Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028		4.25	38,000,000	37,785,300	37,799,270	39,022,580
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	12,000,000	11,984,040	11,986,862	12,490,680
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	20,000,000	19,971,600	19,976,621	20,817,800
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	55,000,000	54,922,285	54,936,024	57,248,950
U.S. Agencies	3130AVBD3	Federal Home Loan Bank	4/9/2024	3/9/2029		4.50	25,000,000	25,018,750	25,016,922	25,961,250
U.S. Agencies	3133EP5U5	Federal Farm Credit Bank	4/8/2024	3/20/2029		4.13	51,660,000	51,008,309	51,071,783	52,900,873
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	27,892,000	28,191,755	28,167,683	29,307,240
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	30,000,000	30,317,400	30,291,910	31,522,200
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	63,085,000	63,763,795	63,709,282	66,285,933
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,969,335	10,285,380
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,969,335	10,285,380
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,969,335	10,285,380
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	20,000,000	19,935,200	19,938,671	20,570,760
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	29,000,000	28,923,730	28,927,815	29,827,602
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029		5.38	25,000,000	25,000,000	25,000,000	25,205,750
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029		5.38	25,000,000	25,000,000	25,000,000	25,205,750
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029		5.38	65,000,000	65,000,000	65,000,000	65,534,950
U.S. Agencies	3133ERKX8	Federal Farm Credit Bank	7/12/2024	7/12/2029		4.25	20,000,000	19,989,200	19,989,679	20,615,000
U.S. Agencies	3130B2KJ3	Federal Home Loan Bank	9/4/2024	9/4/2029		4.63	25,000,000	25,000,000	25,000,000	24,973,500
U.S. Agencies	3130B2KJ3	Federal Home Loan Bank	9/4/2024	9/4/2029		4.63	25,000,000	25,000,000	25,000,000	24,973,500
U.S. Agencies	3130B2KJ3	Federal Home Loan Bank	9/4/2024	9/4/2029		4.63	50,000,000	50,000,000	50,000,000	49,947,000
U.S. Agencies	3130ATHX8	Federal Home Loan Bank	9/27/2024	9/14/2029		4.13	15,000,000	15,392,700	15,391,834	15,351,960
U.S. Agencies	3130B2TG0	Federal Home Loan Bank	9/24/2024	9/24/2029		4.38	25,000,000	25,000,000	25,000,000	24,893,250
U.S. Agencies	3130B2TG0	Federal Home Loan Bank	9/24/2024	9/24/2029		4.38	25,000,000	25,000,000	25,000,000	24,893,250
U.S. Agencies	3130B2TG0	Federal Home Loan Bank	9/24/2024	9/24/2029		4.38	65,000,000	65,000,000	65,000,000	64,722,450
Subtotals						3.53	\$ 6,730,537,000	\$ 6,722,354,691	\$ 6,725,547,938	\$ 6,723,612,503
Public Time Deposits	PPGHASP70	Bridge Bank NA	6/17/2024	12/16/2024		5.36	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPGO10LI6	Bank of San Francisco	7/8/2024	1/6/2025		5.35	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPGICJO02	Bridge Bank NA	7/15/2024	1/13/2025		5.33	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals						5.35	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000
Negotiable CDs	06367DE43	Bank of Montreal/CHI	11/2/2023	10/21/2024		5.86	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,030,600
Negotiable CDs	89115BH52	Toronto Dominion Bank/NY	10/26/2023	10/21/2024		5.93	50,000,000	50,000,000	50,000,000	50,027,000
Negotiable CDs	06367DFA8	Bank of Montreal/CHI	12/1/2023	10/24/2024		5.58	50,000,000	50,000,000	50,000,000	50,019,500
Negotiable CDs	13606KZ41	Canadian Imperial Bank/NY	4/3/2024	10/24/2024		5.43	50,000,000	50,000,000	50,000,000	50,015,500
Negotiable CDs	78015JJ73	Royal Bank of Canada/NY	12/13/2023	10/24/2024		5.48	50,000,000	50,000,000	50,000,000	50,016,500
Negotiable CDs	89115BP95	Toronto Dominion Bank/NY	12/11/2023	10/24/2024		5.58	50,000,000	50,000,000	50,000,000	50,019,000
Negotiable CDs	89115DJS6	Toronto Dominion Bank/NY	4/3/2024	10/24/2024		5.43	50,000,000	50,000,000	50,000,000	50,017,000
Negotiable CDs	06367DEK7	Bank of Montreal/CHI	11/8/2023	11/6/2024		5.80	50,000,000	50,000,000	50,000,000	50,041,000
Negotiable CDs	06367DJB2	Bank of Montreal/CHI	4/12/2024	11/8/2024		5.44	51,000,000	51,000,000	51,000,000	51,030,600
Negotiable CDs	89115BT59	Toronto Dominion Bank/NY	4/15/2024	12/2/2024		5.51	50,000,000	50,000,000	50,000,000	50,056,500
Negotiable CDs	13606KZ66	Canadian Imperial Bank/NY	4/4/2024	1/2/2025		5.40	50,000,000	50,000,000	50,000,000	50,080,500
Negotiable CDs	89115DK21	Toronto Dominion Bank/NY	4/4/2024	1/2/2025		5.40	50,000,000	50,000,000	50,000,000	50,081,000
Negotiable CDs	78015JQ34	Royal Bank of Canada/NY	5/8/2024	1/28/2025		5.45	25,000,000	25,000,000	25,000,000	25,065,500
Negotiable CDs	06367DL94	Bank of Montreal/CHI	7/2/2024	2/24/2025		5.41	76,000,000	76,000,000	76,000,000	76,245,480

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Negotiable CDs	13606K5B8	Canadian Imperial Bank/NY	7/2/2024	2/24/2025		5.41	50,000,000	50,000,000	50,000,000	50,163,500
Negotiable CDs	06367DLL7	Bank of Montreal/CHI	8/15/2024	3/12/2025		4.87	90,000,000	90,000,000	90,000,000	90,144,000
Negotiable CDs	89115BSZ4	Toronto Dominion Bank/NY	4/15/2024	4/9/2025		5.55	50,000,000	50,000,000	50,000,000	50,265,000
Negotiable CDs	06367DJY2	Bank of Montreal/CHI	5/14/2024	5/5/2025		5.47	50,000,000	50,000,000	50,000,000	50,310,500
Negotiable CDs	89115DR65	Toronto Dominion Bank/NY	5/14/2024	5/5/2025		5.47	65,000,000	65,000,000	65,000,000	65,388,700
Negotiable CDs	78015JWF0	Royal Bank of Canada/NY	9/24/2024	6/24/2025		4.22	100,000,000	100,000,000	100,000,000	99,984,000
Negotiable CDs	06367DM44	Bank of Montreal/CHI	9/23/2024	6/30/2025		4.25	100,000,000	100,000,000	100,000,000	100,026,000
Negotiable CDs	13606DAG7	Canadian Imperial Bank/NY	9/23/2024	6/30/2025		4.25	100,000,000	100,000,000	100,000,000	100,026,000
Negotiable CDs	78015JVF1	Royal Bank of Canada/NY	8/15/2024	7/1/2025		4.61	50,000,000	50,000,000	50,000,000	50,135,000
Negotiable CDs	78015JTB3	Royal Bank of Canada/NY	7/16/2024	7/14/2025		5.09	50,000,000	50,000,000	50,000,000	50,331,000
Subtotals						5.17	\$ 1,417,000,000	\$ 1,417,000,000	\$ 1,417,000,000	\$ 1,419,519,380
Commercial Paper	59157TK44	MetLife Short term	3/28/2024	10/4/2024		0.00	\$ 15,000,000	\$ 14,588,333	\$ 14,993,500	\$ 14,985,855
Commercial Paper	62479LKH7	MUFG Bank Ltd/NY	8/13/2024	10/17/2024		0.00	70,000,000	69,333,931	69,836,044	69,813,170
Commercial Paper	89233GKP0	Toyota Motor Credit	3/26/2024	10/23/2024		0.00	75,000,000	72,714,167	74,739,000	74,739,000
Commercial Paper	59157TKQ5	MetLife Short term	4/3/2024	10/24/2024		0.00	10,000,000	9,705,900	9,966,842	9,963,880
Commercial Paper	62479LKH7	MUFG Bank Ltd/NY	3/25/2024	10/24/2024		0.00	50,000,000	48,455,750	49,833,250	49,820,450
Commercial Paper	62479LKH7	MUFG Bank Ltd/NY	4/3/2024	10/24/2024		0.00	50,000,000	48,501,167	49,831,014	49,820,450
Commercial Paper	89233GKQ8	Toyota Motor Credit	4/2/2024	10/24/2024		0.00	50,000,000	48,508,056	49,832,611	49,819,300
Commercial Paper	62479LL45	MUFG Bank Ltd/NY	4/12/2024	11/4/2024		0.00	23,000,000	22,303,777	22,885,089	22,884,241
Commercial Paper	62479LLJ2	MUFG Bank Ltd/NY	4/12/2024	11/18/2024		0.00	52,000,000	50,318,956	51,633,227	51,643,592
Commercial Paper	89233GM29	Toyota Motor Credit	4/15/2024	12/2/2024		0.00	65,000,000	62,789,458	64,406,694	64,438,465
Commercial Paper	62479LM44	MUFG Bank Ltd/NY	4/30/2024	12/4/2024		0.00	36,000,000	34,835,880	35,658,240	35,678,556
Commercial Paper	62479LMD4	MUFG Bank Ltd/NY	6/24/2024	12/13/2024		0.00	15,000,000	14,619,450	14,838,488	14,848,530
Commercial Paper	62479LMG7	MUFG Bank Ltd/NY	4/30/2024	12/16/2024		0.00	50,000,000	48,297,361	49,437,389	49,475,650
Commercial Paper	89233GMG8	Toyota Motor Credit	5/20/2024	12/16/2024		0.00	65,000,000	62,994,208	64,274,094	64,325,430
Commercial Paper	62479LMJ1	MUFG Bank Ltd/NY	6/24/2024	12/18/2024		0.00	50,000,000	48,694,625	49,424,750	49,462,650
Commercial Paper	62479LMP7	MUFG Bank Ltd/NY	6/24/2024	12/23/2024		0.00	22,000,000	21,410,522	21,731,172	21,749,332
Commercial Paper	62479LMW2	MUFG Bank Ltd/NY	6/24/2024	12/30/2024		0.00	15,000,000	14,582,625	14,801,250	14,816,565
Commercial Paper	62479LNP6	MUFG Bank Ltd/NY	6/24/2024	1/23/2025		0.00	15,000,000	14,532,288	14,749,675	14,778,465
Commercial Paper	89233GNQ5	Toyota Motor Credit	5/10/2024	1/24/2025		0.00	60,000,000	57,729,433	58,991,833	59,096,400
Commercial Paper	89233GNU6	Toyota Motor Credit	6/25/2024	1/28/2025		0.00	50,000,000	48,420,722	49,133,944	49,223,650
Commercial Paper	62479LNV3	MUFG Bank Ltd/NY	5/7/2024	1/29/2025		0.00	50,000,000	48,045,708	49,121,667	49,226,500
Commercial Paper	89233GPC4	Toyota Motor Credit	8/28/2024	2/12/2025		0.00	75,000,000	73,292,000	73,637,667	73,705,875
Commercial Paper	62479LPL3	MUFG Bank Ltd/NY	9/27/2024	2/20/2025		0.00	60,000,000	58,909,867	58,939,733	58,941,323
Commercial Paper	62479LPM1	MUFG Bank Ltd/NY	7/17/2024	2/21/2025		0.00	8,000,000	7,749,853	7,836,662	7,853,232
Commercial Paper	62479LQA6	MUFG Bank Ltd/NY	7/17/2024	3/10/2025		0.00	25,000,000	24,162,528	24,432,222	24,494,200
Commercial Paper	62479LQE8	MUFG Bank Ltd/NY	7/17/2024	3/14/2025		0.00	26,000,000	25,114,267	25,394,749	25,462,918
Commercial Paper	62479LQE8	MUFG Bank Ltd/NY	7/15/2024	3/14/2025		0.00	50,000,000	48,279,111	48,833,778	48,967,150
Commercial Paper	62479LQM0	MUFG Bank Ltd/NY	7/17/2024	3/21/2025		0.00	15,000,000	14,475,125	14,636,625	14,679,135
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/2/2024	3/24/2025		0.00	50,000,000	48,093,472	48,748,167	48,915,750
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/18/2024	3/24/2025		0.00	50,000,000	48,250,083	48,777,167	48,915,750
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/30/2024	3/24/2025		0.00	60,000,000	58,017,100	58,544,200	58,698,900
Subtotals						0.00	\$ 1,307,000,000	\$ 1,267,725,723	\$ 1,289,923,410	\$ 1,291,244,364
Medium Term Notes	594918BJ2	Microsoft	9/26/2024	11/3/2025		3.13	\$ 11,749,000	\$ 11,650,191	\$ 11,651,417	\$ 11,646,431
Medium Term Notes	91324PFF4	United Health	7/25/2024	7/15/2026		4.75	15,000,000	14,974,800	14,977,180	15,237,000
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	6,452,000	6,270,957	6,290,014	6,412,965
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	13,009,000	12,645,919	12,684,138	12,930,296
Medium Term Notes	14913UAN0	Caterpillar	9/18/2024	10/16/2026		4.45	18,385,000	18,600,288	18,596,596	18,605,436

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity Date	Coupon	Par Value	Original Cost	Amortized Book Value	Market Value
Medium Term Notes	037833CJ7	Apple	9/18/2024	2/9/2027	3.35	50,000,000	49,586,000	49,592,158	49,642,500
Medium Term Notes	24422EXV6	John Deere	9/6/2024	7/15/2027	4.20	10,000,000	9,998,600	9,998,634	10,104,400
Subtotals					0.22	\$ 124,595,000	\$ 123,726,755	\$ 123,790,136	\$ 124,579,028
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	9/30/2024	10/1/2024	4.85	\$ 13,861,698	\$ 13,861,698	\$ 13,861,698	\$ 13,861,698
Money Market Funds	31607A703	Fidelity Govt Portfolio	9/30/2024	10/1/2024	4.89	764,166,957	764,166,957	764,166,957	764,166,957
Money Market Funds	608919718	Federated Hermes Govt Obligations F	9/30/2024	10/1/2024	4.85	525,434,315	525,434,315	525,434,315	525,434,315
Money Market Funds	262006208	Dreyfus Government Cash Manageme	9/30/2024	10/1/2024	4.82	28,091,111	28,091,111	28,091,111	28,091,111
Money Market Funds	85749T517	State Street Institutional U.S. Govt MV	9/30/2024	10/1/2024	4.92	776,174,238	776,174,238	776,174,238	776,174,238
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity F	9/30/2024	10/1/2024	4.84	17,127,419	17,127,419	17,127,419	17,127,419
Subtotals					4.85	\$ 2,124,855,738	\$ 2,124,855,738	\$ 2,124,855,738	\$ 2,124,855,738
Supranational	4581X0CM8	Inter-American Development Bank	4/26/2021	1/15/2025	2.13	\$ 100,000,000	\$ 105,676,000	\$ 100,442,394	\$ 99,264,000
Supranational	459058HT3	Int'l Bank for Recon and Dev	3/22/2024	1/15/2025	1.63	29,314,000	28,488,811	29,021,458	29,058,089
Supranational	459058JB0	Int'l Bank for Recon and Dev	7/23/2021	4/22/2025	0.63	40,000,000	40,086,000	40,012,752	39,193,200
Supranational	4581X0DN5	Inter-American Development Bank	11/1/2021	7/15/2025	0.63	28,900,000	28,519,098	28,819,143	28,126,058
Supranational	45950VRU2	International Finance Corp	1/26/2023	1/26/2026	4.02	100,000,000	100,000,000	100,000,000	100,038,000
Supranational	45818WDG8	Inter-American Development Bank	8/25/2021	2/27/2026	0.82	19,500,000	19,556,907	19,517,760	18,722,340
Supranational	459058KJ1	Int'l Bank for Recon and Dev	7/17/2024	6/15/2027	3.13	12,323,000	11,934,333	11,962,121	12,186,584
Supranational	4581X0EN4	Inter-American Development Bank	4/9/2024	2/15/2029	4.13	25,000,000	24,630,000	24,666,520	25,548,000
Supranational	4581X0EN4	Inter-American Development Bank	7/17/2024	2/15/2029	4.13	50,000,000	49,827,000	49,834,854	51,096,000
Subtotals					2.66	\$ 405,037,000	\$ 408,718,149	\$ 404,277,002	\$ 403,232,271
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acc	9/30/2024	10/1/2024	5.35	101,526,866	101,526,866	101,526,866	101,526,866
Subtotals					5.35	\$ 101,526,866	\$ 101,526,866	\$ 101,526,866	\$ 101,526,866
Grand Totals					3.08	\$ 15,888,551,603	\$ 15,825,019,450	\$ 15,846,002,619	\$ 15,783,507,443

Monthly Investment Earnings

Pooled Fund

For month ended September 30, 2024

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	912797GL5	B 0.000 09/05/2024			28,343	\$	28,343
U.S. Treasuries	912797LA3	B 0.000 09/03/2024			28,889		28,889
U.S. Treasuries	912797LA3	B 0.000 09/03/2024			28,833		28,833
U.S. Treasuries	912797LD7	B 0.000 11/14/2024	65,000,000		273,921		273,921
U.S. Treasuries	912797LH8	B 0.000 09/17/2024			14,493		14,493
U.S. Treasuries	912797MP9	B 0.000 12/17/2024	75,000,000		308,438		308,438
U.S. Treasuries	912797MX2	B 0.000 01/14/2025	68,000,000		106,035		106,035
U.S. Treasuries	9128284N7	T 2.875 05/15/2028	65,000,000	152,344	78,512		230,856
U.S. Treasuries	9128286B1	T 2.625 02/15/2029	50,000,000	106,997	72,655		179,652
U.S. Treasuries	912828G38	T 2.250 11/15/2024	50,000,000	91,712	(70,382)		21,330
U.S. Treasuries	912828G38	T 2.250 11/15/2024	50,000,000	91,712	(72,065)		19,647
U.S. Treasuries	912828R36	T 1.625 05/15/2026	50,000,000	66,236	(37,617)		28,619
U.S. Treasuries	912828R36	T 1.625 05/15/2026	50,000,000	66,236	(32,938)		33,299
U.S. Treasuries	912828XB1	T 2.125 05/15/2025	50,000,000	86,617	(63,278)		23,339
U.S. Treasuries	912828YM6	T 1.500 10/31/2024	50,000,000	61,141	(40,450)		20,691
U.S. Treasuries	912828YY0	T 1.750 12/31/2024	50,000,000	71,332	(48,159)		23,172
U.S. Treasuries	912828Z52	T 1.375 01/31/2025	50,000,000	56,046	(32,408)		23,638
U.S. Treasuries	912828Z52	T 1.375 01/31/2025	50,000,000	56,046	(32,613)		23,433
U.S. Treasuries	912828ZC7	T 1.125 02/28/2025	50,000,000	46,616	(20,990)		25,626
U.S. Treasuries	912828ZC7	T 1.125 02/28/2025	50,000,000	46,616	(20,938)		25,678
U.S. Treasuries	912828ZF0	T 0.500 03/31/2025	50,000,000	20,496	4,579		25,074
U.S. Treasuries	912828ZF0	T 0.500 03/31/2025	50,000,000	20,496	3,332		23,828
U.S. Treasuries	912828ZL7	T 0.375 04/30/2025	50,000,000	15,285	7,999		23,285
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	16,369		26,559
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	18,241		28,431
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	14,280		24,470
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	16,231		26,421
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	14,882		25,072
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	14,274		24,465
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	10,526		20,717
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	12,509		22,699
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,190	31,616		41,807
U.S. Treasuries	91282CAB7	T 0.250 07/31/2025	50,000,000	10,190	11,147		21,338
U.S. Treasuries	91282CAB7	T 0.250 07/31/2025	50,000,000	10,190	13,128		23,318
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025	50,000,000	10,248	16,678		26,926
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025	50,000,000	10,248	14,121		24,369
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,190	12,308		22,499
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,190	16,230		26,420
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,190	16,766		26,956
U.S. Treasuries	91282CBC4	T 0.375 12/31/2025	50,000,000	15,285	9,236		24,521
U.S. Treasuries	91282CBC4	T 0.375 12/31/2025	50,000,000	15,285	12,355		27,640
U.S. Treasuries	91282CBW0	T 0.750 04/30/2026	50,000,000	30,571	5,737		36,307
U.S. Treasuries	91282CBW0	T 0.750 04/30/2026	50,000,000	30,571	4,586		35,157
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	1,124		36,790
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	(1,164)		34,502
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	(5,749)		29,917
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	(5,457)		30,209
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	(6,812)		28,853

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	(4,038)		31,628
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	1,078		36,743
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	7,086		42,752
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	35,666	17,814		53,480
U.S. Treasuries	91282CCW9	T 0.750 08/31/2026	50,000,000	31,077	9,190		40,267
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	35,867	5,125		40,992
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	35,867	5,415		41,282
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	35,867	11,317		47,184
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	51,230	(1,189)		50,040
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	51,230	(1,933)		49,297
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	51,230	51,351		102,581
U.S. Treasuries	91282CDQ1	T 1.250 12/31/2026	50,000,000	50,951	49,929		100,881
U.S. Treasuries	91282CEF4	T 2.500 03/31/2027	25,000,000	51,239	3,992		55,231
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	132,473	45,072		177,545
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	132,473	47,846		180,319
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	22,079	1,571		23,650
U.S. Treasuries	91282CFK2	T 3.500 09/15/2025	50,000,000	143,924	28,806		172,730
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	465		163,509
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	1,334		164,378
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	1,767		164,810
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	6,020		169,063
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	13,271		176,315
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	21,084		184,128
U.S. Treasuries	91282CHL8	T 4.625 06/30/2025	50,000,000	188,519	1,379		189,898
U.S. Treasuries	91282CHX2	T 4.375 08/31/2028	50,000,000	181,285	(2,005)		179,279
U.S. Treasuries	91282CKD2	T 4.250 02/28/2029	50,000,000	176,105	3,804		179,908
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(5,513)		184,036
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(8,206)		181,343
Subtotals			\$ 3,648,000,000	\$ 4,360,565	\$ 1,059,183	\$ -	\$ 5,419,748
Federal Agencies	3130A8ZQ9	FHLB 1.750 09/12/2025	\$ 10,295,000	\$ 15,014	\$ (5,965)	\$	9,049
Federal Agencies	3130AN4A5	FHLB 0.700 06/30/2025	17,680,000	10,313	(1,131)		9,182
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ASG86	FHLB 3.375 06/13/2025	12,700,000	35,719	(3,044)		32,674
Federal Agencies	3130ASG86	FHLB 3.375 06/13/2025	11,940,000	33,581	(1,729)		31,852
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	12,375,000	36,094	(2,984)		33,110
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	10,000,000	29,167	(2,374)		26,793
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	21,725,000	63,365	(4,895)		58,470
Federal Agencies	3130ATHX8	FHLB 4.125 09/14/2029	15,000,000	6,875	(866)		6,009
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	10,000,000	36,458	(2,542)		33,916
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	9,915,000	36,148	(2,381)		33,767
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	25,500,000	92,969	(4,884)		88,085
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	3,000,000	10,938	(481)		10,456
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	10,000,000	36,458	(1,414)		35,045
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	24,000,000	87,500	(3,144)		84,356
Federal Agencies	3130ATT31	FHLB 4.500 10/03/2024	50,000,000	187,500	5,962		193,462
Federal Agencies	3130ATVD6	FHLB 4.875 09/13/2024		81,250	(1,106)		80,145
Federal Agencies	3130AUTC8	FHLB 4.010 02/06/2026	21,100,000	70,509	3,145		73,654
Federal Agencies	3130AUVZ4	FHLB 4.500 02/13/2025	50,000,000	187,500	3,222		190,722
Federal Agencies	3130AV7L0	FHLB 5.000 02/28/2025	25,000,000	104,167	1,360		105,527
Federal Agencies	3130AV7L0	FHLB 5.000 02/28/2025	35,000,000	145,833	1,904		147,737
Federal Agencies	3130AVBD3	FHLB 4.500 03/09/2029	25,000,000	93,750	(313)		93,437
Federal Agencies	3130AVWS7	FHLB 3.750 06/12/2026	17,045,000	53,266	1,422		54,688
Federal Agencies	3130AVWS7	FHLB 3.750 06/12/2026	20,000,000	62,500	1,626		64,126
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	15,000,000	50,000	2,728		52,728
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	10,000,000	33,333	1,780		35,114
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	25,000,000	96,354	859		97,213
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	15,000,000	57,813	515		58,328
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	52,000,000	200,417	1,786		202,203
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	10,000,000	38,542	343		38,885
Federal Agencies	3130AWLY4	FHLB 5.125 06/13/2025	48,150,000	205,641	(4,004)		201,636
Federal Agencies	3130AWLY4	FHLB 5.125 06/13/2025	10,800,000	46,125	(785)		45,340
Federal Agencies	3130AWLZ1	FHLB 4.750 06/12/2026	50,000,000	197,917	4,045		201,962
Federal Agencies	3130AX4E5	FHLB 4.500 06/11/2027	11,000,000	41,250	1,676		42,926
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,604		42,229
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,716		42,341
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,716		42,341

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	36,730,000	149,216	(3,104)		146,112
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	25,000,000	101,563	(2,281)		99,282
Federal Agencies	3130AXCP1	FHLB 4.875 09/11/2026	11,895,000	48,323	2,069		50,392
Federal Agencies	3130AXU63	FHLB 4.625 11/17/2026	50,000,000	192,708	2,422		195,131
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	12,000,000	41,250	749		41,999
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	25,000,000	85,938	1,560		87,497
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	29,350,000	100,891	1,831		102,722
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	50,000,000	171,875	3,119		174,994
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025		11,458			11,458
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025		11,458			11,458
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025		11,458			11,458
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025		11,458			11,458
Federal Agencies	3130B0MZ9	FHLB 5.100 01/27/2025	115,000,000	488,750			488,750
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	20,000,000	79,167	1,449		80,616
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	17,000,000	67,292	1,232		68,524
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	48,000,000	190,000	3,478		193,478
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	40,000,000	158,333	2,898		161,232
Federal Agencies	3130B1BT3	FHLB 4.875 06/12/2026	13,485,000	54,783	(833)		53,950
Federal Agencies	3130B1EF0	FHLB 4.625 06/11/2027	20,700,000	79,781	(2,691)		77,090
Federal Agencies	3130B2KJ3	FHLB 4.625 09/04/2029	50,000,000	173,438			173,438
Federal Agencies	3130B2KJ3	FHLB 4.625 09/04/2029	25,000,000	86,719			86,719
Federal Agencies	3130B2KJ3	FHLB 4.625 09/04/2029	25,000,000	86,719			86,719
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	25,000,000	45,313	830		46,143
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	50,000,000	90,625	1,660		92,285
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	19,000,000	34,438	631		35,068
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	25,900,000	46,944	860		47,804
Federal Agencies	3130B2TG0	FHLB 4.375 09/24/2029	25,000,000	21,267			21,267
Federal Agencies	3130B2TG0	FHLB 4.375 09/24/2029	25,000,000	21,267			21,267
Federal Agencies	3130B2TG0	FHLB 4.375 09/24/2029	65,000,000	55,295			55,295
Federal Agencies	313384E54	FHDN 0.000 09/03/2024			28,778		28,778
Federal Agencies	313384E54	FHDN 0.000 09/03/2024			28,778		28,778
Federal Agencies	313384E62	FHDN 0.000 09/04/2024			14,583		14,583
Federal Agencies	313384E62	FHDN 0.000 09/04/2024			14,583		14,583
Federal Agencies	313384E62	FHDN 0.000 09/04/2024			14,583		14,583
Federal Agencies	313384E62	FHDN 0.000 09/04/2024			14,583		14,583
Federal Agencies	313384E70	FHLBDN 0.000 09/05/2024			14,528		14,528
Federal Agencies	313384E70	FHLBDN 0.000 09/05/2024			14,528		14,528
Federal Agencies	313384E70	FHLBDN 0.000 09/05/2024			14,528		14,528
Federal Agencies	313384E70	FHLBDN 0.000 09/05/2024			14,528		14,528
Federal Agencies	313384E70	FHLBDN 0.000 09/05/2024			14,155		14,155
Federal Agencies	313384E88	FHDN 0.000 09/06/2024			14,500		14,500
Federal Agencies	313384E88	FHDN 0.000 09/06/2024			14,500		14,500
Federal Agencies	313384E88	FHDN 0.000 09/06/2024			14,500		14,500
Federal Agencies	313384E88	FHDN 0.000 09/06/2024			14,500		14,500
Federal Agencies	313384E88	FHDN 0.000 09/06/2024			14,500		14,500
Federal Agencies	313384F38	FHDN 0.000 09/09/2024			43,417		43,417
Federal Agencies	313384F38	FHDN 0.000 09/09/2024			43,417		43,417
Federal Agencies	313384F38	FHDN 0.000 09/09/2024			43,417		43,417
Federal Agencies	313384F38	FHDN 0.000 09/09/2024			43,417		43,417

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	313384F38	FHDN 0.000 09/09/2024			43,417		43,417
Federal Agencies	313384F46	FHDN 0.000 09/10/2024			14,444		14,444
Federal Agencies	313384F46	FHDN 0.000 09/10/2024			14,444		14,444
Federal Agencies	313384F46	FHDN 0.000 09/10/2024			14,444		14,444
Federal Agencies	313384F46	FHDN 0.000 09/10/2024			14,444		14,444
Federal Agencies	313384F46	FHDN 0.000 09/10/2024			8,638		8,638
Federal Agencies	313384F46	FHDN 0.000 09/10/2024			4,406		4,406
Federal Agencies	313384F53	FHDN 0.000 09/11/2024			14,417		14,417
Federal Agencies	313384F53	FHDN 0.000 09/11/2024			14,417		14,417
Federal Agencies	313384F53	FHDN 0.000 09/11/2024			14,417		14,417
Federal Agencies	313384F53	FHDN 0.000 09/11/2024			14,417		14,417
Federal Agencies	313384F53	FHDN 0.000 09/11/2024			14,417		14,417
Federal Agencies	313384F61	FHDN 0.000 09/12/2024			14,417		14,417
Federal Agencies	313384F61	FHDN 0.000 09/12/2024			14,417		14,417
Federal Agencies	313384F61	FHDN 0.000 09/12/2024			14,417		14,417
Federal Agencies	313384F61	FHDN 0.000 09/12/2024			14,417		14,417
Federal Agencies	313384F61	FHDN 0.000 09/12/2024			14,417		14,417
Federal Agencies	313384F79	FHDN 0.000 09/13/2024			14,306		14,306
Federal Agencies	313384F79	FHDN 0.000 09/13/2024			14,306		14,306
Federal Agencies	313384F79	FHDN 0.000 09/13/2024			14,306		14,306
Federal Agencies	313384F79	FHDN 0.000 09/13/2024			14,306		14,306
Federal Agencies	313384F79	FHDN 0.000 09/13/2024			14,306		14,306
Federal Agencies	313384G29	FHDN 0.000 09/16/2024			43,083		43,083
Federal Agencies	313384G29	FHDN 0.000 09/16/2024			43,083		43,083
Federal Agencies	313384G29	FHDN 0.000 09/16/2024			43,083		43,083
Federal Agencies	313384G29	FHDN 0.000 09/16/2024			43,083		43,083
Federal Agencies	313384G29	FHDN 0.000 09/16/2024			43,083		43,083
Federal Agencies	313384G37	FHDN 0.000 09/17/2024			14,361		14,361
Federal Agencies	313384G37	FHDN 0.000 09/17/2024			14,361		14,361
Federal Agencies	313384G37	FHDN 0.000 09/17/2024			14,361		14,361
Federal Agencies	313384G37	FHDN 0.000 09/17/2024			14,361		14,361
Federal Agencies	313384G37	FHDN 0.000 09/17/2024			14,361		14,361
Federal Agencies	313384G45	FHDN 0.000 09/18/2024			14,333		14,333
Federal Agencies	313384G45	FHDN 0.000 09/18/2024			14,333		14,333
Federal Agencies	313384G45	FHDN 0.000 09/18/2024			14,333		14,333
Federal Agencies	313384G45	FHDN 0.000 09/18/2024			14,333		14,333
Federal Agencies	313384G45	FHDN 0.000 09/18/2024			14,333		14,333
Federal Agencies	313384G52	FHDN 0.000 09/19/2024			14,306		14,306
Federal Agencies	313384G52	FHDN 0.000 09/19/2024			14,306		14,306
Federal Agencies	313384G52	FHDN 0.000 09/19/2024			14,306		14,306
Federal Agencies	313384G52	FHDN 0.000 09/19/2024			14,306		14,306
Federal Agencies	313384K32	FHDN 0.000 10/11/2024	25,000,000		104,583		104,583
Federal Agencies	3133ELCP7	FFCB 1.625 12/03/2024	25,000,000	33,854	657		34,511
Federal Agencies	3133ELQY3	FFCB 1.210 03/03/2025	24,000,000	24,200	594		24,794
Federal Agencies	3133ELQY3	FFCB 1.210 03/03/2025	16,000,000	16,133	154		16,287
Federal Agencies	3133EM4X7	FFCB 0.800 09/10/2026	28,975,000	19,317	83,770		103,087
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024		6,569	507		7,076
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024		13,139	1,014		14,153

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024		13,139	1,014		14,153
Federal Agencies	3133EMWT5	FFCB 0.600 04/21/2025	50,000,000	25,000	544		25,544
Federal Agencies	3133EMZ21	FFCB 0.690 04/06/2026	15,500,000	8,913	738		9,651
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	21,000,000	72,188	238		72,425
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	5,000,000	17,188	63		17,251
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	4,650,000	15,984	59		16,043
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	25,000,000	85,938	315		86,253
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	382		53,507
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	335		53,460
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	360		53,485
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	25,000,000	88,542	1,867		90,409
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	10,000,000	35,417	702		36,118
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	25,000,000	88,542	1,867		90,409
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	15,000,000	50,000	1,240		51,240
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	25,000,000	83,333	2,087		85,420
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	20,000,000	66,667	1,653		68,320
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	30,000,000	100,000	624		100,624
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	20,000,000	66,667	482		67,148
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	55,000,000	48,125	1,581		49,706
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	39,675,000	34,716	1,084		35,799
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	50,000,000	36,458	1,574		38,032
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	10,000,000	7,292	315		7,606
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	10,000,000	7,292	315		7,606
Federal Agencies	3133ENGQ7	FFCB 0.920 12/09/2024	50,000,000	38,333	411		38,744
Federal Agencies	3133ENGQ7	FFCB 0.920 12/09/2024	50,000,000	38,333	1,013		39,346
Federal Agencies	3133ENHM5	FFCB 1.170 12/16/2025	45,000,000	43,875	943		44,818
Federal Agencies	3133ENHM5	FFCB 1.170 12/16/2025	50,000,000	48,750	1,047		49,797
Federal Agencies	3133ENJ35	FFCB 3.320 02/25/2026	35,000,000	96,833	993		97,826
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	20,000,000	18,750	1,237		19,987
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	25,000,000	23,438	1,547		24,984
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	25,000,000	23,438	1,547		24,984
Federal Agencies	3133ENP79	FFCB 4.250 09/26/2024		147,569	137		147,706
Federal Agencies	3133ENRD4	FFCB 1.680 03/10/2027	48,573,000	68,002	18,807		86,810
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	24,500,000	53,083	2,022		55,105
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	22,500,000	48,750	1,770		50,520
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	25,000,000	54,167	3,222		57,389
Federal Agencies	3133ENUD0	FFCB 2.640 04/08/2026	20,000,000	44,000	797		44,797
Federal Agencies	3133ENUD0	FFCB 2.640 04/08/2026	30,000,000	66,000	1,195		67,195
Federal Agencies	3133ENXE5	FFCB 2.850 05/23/2025	6,000,000	14,250	230		14,480
Federal Agencies	3133ENXE5	FFCB 2.850 05/23/2025	20,000,000	47,500	766		48,266
Federal Agencies	3133ENYQ7	FFCB 2.950 06/13/2025	50,000,000	122,917	671		123,587
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	20,000,000	81,250	45		81,295
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	10,000,000	40,625	23		40,648
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	20,000,000	81,250	16		81,266
Federal Agencies	3133ENZ94	FFCB 4.500 11/18/2024	25,000,000	93,750	1,088		94,838
Federal Agencies	3133ENZK9	FFCB 3.240 06/28/2027	27,865,000	75,236	(3,865)		71,371
Federal Agencies	3133EP5K7	FFCB 4.500 03/13/2026	50,000,000	187,500	10,225		197,725
Federal Agencies	3133EP5S0	FFCB 4.250 03/20/2028	4,971,000	17,606	1,131		18,737
Federal Agencies	3133EP5U5	FFCB 4.125 03/20/2029	51,660,000	177,581	10,819		188,401

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EP6K6	FFCB 4.500 03/26/2027	50,000,000	187,500	2,482		189,982
Federal Agencies	3133EPAG0	FFCB 4.250 02/10/2025	29,875,000	105,807	6,523		112,330
Federal Agencies	3133EPAG0	FFCB 4.250 02/10/2025	10,000,000	35,417	2,167		37,584
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	50,000,000	182,292	2,245		184,536
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	25,000,000	91,146	1,273		92,419
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	28,000,000	102,083	1,257		103,340
Federal Agencies	3133EPBM6	FFCB 4.125 08/23/2027	10,000,000	34,375	475		34,850
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	12,000,000	46,250	262		46,512
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	20,000,000	77,083	466		77,550
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	55,000,000	211,979	1,276		213,255
Federal Agencies	3133EPC60	FFCB 4.625 11/15/2027	27,950,000	107,724	2,382		110,106
Federal Agencies	3133EPC60	FFCB 4.625 11/15/2027	33,300,000	128,344	2,845		131,188
Federal Agencies	3133EPDL6	FFCB 4.850 10/01/2025	50,000,000	202,083			202,083
Federal Agencies	3133EPHD0	FFCB 4.500 10/28/2024	20,000,000	75,000	1,727		76,727
Federal Agencies	3133EPHD0	FFCB 4.500 10/28/2024	25,000,000	93,750	2,240		95,990
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	30,000,000	90,625	2,815		93,440
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	25,000,000	75,521	2,130		77,651
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	26,500,000	88,333	589		88,923
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	30,000,000	100,000	667		100,667
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	25,000,000	83,333	656		83,989
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	30,000,000	106,250	1,330		107,580
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	20,000,000	70,833	843		71,676
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	24,700,000	87,479	1,636		89,115
Federal Agencies	3133EPMV4	FFCB 4.125 06/15/2027	28,940,000	99,481	576		100,058
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	50,000,000	182,292	725		183,017
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	25,000,000	91,146	363		91,509
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	25,000,000	91,146	363		91,509
Federal Agencies	3133EPP66	FFCB 4.000 05/20/2027	31,000,000	103,333	2,267		105,601
Federal Agencies	3133EPP66	FFCB 4.000 05/20/2027	58,850,000	196,167	4,516		200,683
Federal Agencies	3133EPSK2	FFCB 4.250 08/07/2028	19,500,000	69,063	1,441		70,503
Federal Agencies	3133EPSW6	FFCB 4.500 08/14/2026	50,000,000	187,500	3,148		190,648
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	10,000,000	37,500	343		37,843
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	25,000,000	93,750	928		94,678
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	15,000,000	56,250	611		56,861
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	33,000,000	123,750	1,561		125,311
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	19,000,000	75,208	441		75,649
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	10,000,000	39,583	241		39,824
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	21,000,000	83,125	500		83,625
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	8,230,000	34,292	243		34,535
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	15,000,000	62,500	745		63,245
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	20,000,000	83,333	993		84,326
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	35,000,000	120,313	1,207		121,520
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	50,000,000	171,875	1,834		173,709
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	25,000,000	85,938	862		86,800
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	10,000,000	34,375	367		34,742
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	5,000,000	17,188	196		17,383
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	50,000,000	213,542	1,149		214,691
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	25,000,000	106,771	595		107,366
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	35,000,000	149,479	1,135		150,614

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	24,000,000	102,500	3,142		105,642
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	30,000,000	121,875	4,541		126,416
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	14,000,000	56,875	2,602		59,477
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	25,000,000	104,167	1,890		106,057
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	3,000,000	12,500	241		12,741
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	9,615,000	40,063	773		40,835
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	16,000,000	66,667	1,286		67,953
Federal Agencies	3133ERDH1	FFCB 4.750 04/30/2029	63,085,000	249,711	(11,201)		238,510
Federal Agencies	3133ERDH1	FFCB 4.750 04/30/2029	27,892,000	110,406	(4,946)		105,459
Federal Agencies	3133ERDH1	FFCB 4.750 04/30/2029	30,000,000	118,750	(5,238)		113,512
Federal Agencies	3133ERDS7	FFCB 4.750 05/06/2027	12,727,000	50,378	(365)		50,013
Federal Agencies	3133ERGL9	FFCB 4.500 06/07/2028	15,000,000	56,250	111		56,361
Federal Agencies	3133ERGL9	FFCB 4.500 06/07/2028	20,000,000	75,000	(782)		74,218
Federal Agencies	3133ERGL9	FFCB 4.500 06/07/2028	14,934,000	56,003	(584)		55,418
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	10,000,000	35,417	537		35,953
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	10,000,000	35,417	537		35,953
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	20,000,000	70,833	1,073		71,907
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	10,000,000	35,417	537		35,953
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	29,000,000	102,708	1,263		103,972
Federal Agencies	3133ERHD6	FFCB 4.875 06/12/2026	32,000,000	130,000	(2,122)		127,878
Federal Agencies	3133ERHD6	FFCB 4.875 06/12/2026	20,000,000	81,250	(1,260)		79,990
Federal Agencies	3133ERHN4	FFCB 4.250 10/20/2028	38,000,000	134,583	4,069		138,652
Federal Agencies	3133ERHN4	FFCB 4.250 10/20/2028	5,000,000	17,708	529		18,237
Federal Agencies	3133ERJZ5	FFCB 4.500 06/28/2027	30,000,000	112,500	388		112,888
Federal Agencies	3133ERKM2	FFCB 4.500 07/08/2027	25,000,000	93,750	(912)		92,838
Federal Agencies	3133ERKM2	FFCB 4.500 07/08/2027	25,000,000	93,750	(700)		93,050
Federal Agencies	3133ERKX8	FFCB 4.250 07/12/2029	20,000,000	70,833	177		71,011
Federal Agencies	3133ERMB4	FFCB 4.250 07/23/2027	10,000,000	35,417	96		35,513
Federal Agencies	3133ERMB4	FFCB 4.250 07/23/2027	15,000,000	53,125	144		53,269
Federal Agencies	3133ERVR9	FFCB 3.500 07/01/2027	55,000,000	5,347	75		5,422
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134H16K4	FHLMC 5.380 07/09/2029	25,000,000	112,083			112,083
Federal Agencies	3134H16K4	FHLMC 5.380 07/09/2029	65,000,000	291,417			291,417
Federal Agencies	3134H16K4	FHLMC 5.380 07/09/2029	25,000,000	112,083			112,083
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	65,000,000	293,042			293,042
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	25,000,000	112,708			112,708
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	25,000,000	112,708			112,708
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029		42,683			42,683
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029		42,683			42,683
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029		117,379			117,379
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029		42,683			42,683
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	50,000,000	26,042	(2,348)		23,694
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	37,938,000	19,759	13,896		33,656
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	50,000,000	26,042	18,425		44,467
Federal Agencies	3135G04Z3	FNMA 0.500 06/17/2025	10,000,000	4,167	4,904		9,071
Federal Agencies	3135G04Z3	FNMA 0.500 06/17/2025	4,655,000	1,940	2,293		4,232

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	72,500,000	22,656	11,657		34,313
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	25,000,000	7,813	5,794		13,606
Federal Agencies	3135G0X24	FNMA 1.625 01/07/2025	39,060,000	52,894	(34,765)		18,128
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	50,000,000	221,667			221,667
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024		108,247			108,247
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	50,000,000	213,750			213,750
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	15,000,000	18,750	190		18,940
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	63		6,313
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	63		6,313
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	63		6,313
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	50,000,000	62,500	633		63,133
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	53,532,000	66,915	(41,308)		25,607
Federal Agencies	3137EAEX3	FHLMC 0.375 09/23/2025	22,600,000	7,063	5,492		12,555
Subtotals			\$ 6,730,537,000	\$ 19,920,936	\$ 1,519,085	\$ -	\$ 21,440,021
Public Time Deposits	PPGHASP70	BRIDGE 5.360 12/16/2024	\$ 10,000,000	\$ 44,055			\$ 44,055
Public Time Deposits	PPGICJ002	BRIDGE 5.330 01/13/2025	\$ 10,000,000	43,808			43,808
Public Time Deposits	PPGO10LI6	BKSANF 5.350 01/06/2025	10,000,000	44,583			44,583
Subtotals			\$ 30,000,000	\$ 132,446	\$ -	\$ -	\$ 132,446
Negotiable CDs	06367DD44	BMOCHG 5.970 09/23/2024		\$ 182,417			\$ 182,417
Negotiable CDs	06367DE43	BMOCHG 5.860 10/21/2024	60,000,000	293,000			293,000
Negotiable CDs	06367DEK7	BMOCHG 5.800 11/06/2024	50,000,000	241,667			241,667
Negotiable CDs	06367DFA8	BMOCHG 5.580 10/24/2024	50,000,000	232,500			232,500
Negotiable CDs	06367DJB2	BMOCHG 5.440 11/08/2024	51,000,000	231,200			231,200
Negotiable CDs	06367DJY2	BMOCHG 5.470 05/05/2025	50,000,000	227,917			227,917
Negotiable CDs	06367DL94	BMOCHG 5.410 02/24/2025	76,000,000	342,633			342,633
Negotiable CDs	06367DLL7	BMOCHG 4.870 03/12/2025	90,000,000	365,250			365,250
Negotiable CDs	06367DM44	BMOCHG 4.250 06/30/2025	100,000,000	94,444			94,444
Negotiable CDs	13606DAG7	CIBCNY 4.250 06/30/2025	100,000,000	94,444			94,444
Negotiable CDs	13606K5B8	CIBCNY 5.410 02/24/2025	50,000,000	225,417			225,417
Negotiable CDs	13606KC38	CIBCNY 5.940 09/09/2024		66,000			66,000
Negotiable CDs	13606KW51	CIBCNY 5.370 09/11/2024		74,583			74,583
Negotiable CDs	13606KZ41	CIBCNY 5.430 10/24/2024	50,000,000	226,250			226,250
Negotiable CDs	13606KZ66	CIBCNY 5.400 01/02/2025	50,000,000	225,000			225,000
Negotiable CDs	78015J5K9	RY 5.900 09/09/2024		78,667			78,667
Negotiable CDs	78015JAK3	RY 5.960 09/23/2024		218,533			218,533
Negotiable CDs	78015JJ73	RY 5.480 10/24/2024	50,000,000	228,333			228,333
Negotiable CDs	78015JQ34	RY 5.450 01/28/2025	25,000,000	113,542			113,542
Negotiable CDs	78015JTB3	RY 5.090 07/14/2025	50,000,000	212,083			212,083
Negotiable CDs	78015JVF1	RY 4.610 07/01/2025	50,000,000	192,083			192,083
Negotiable CDs	78015JWF0	RY 4.220 06/24/2025	100,000,000	82,056			82,056

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Negotiable CDs	89115BH52	TDNY 5.930 10/21/2024	50,000,000	247,083			247,083
Negotiable CDs	89115BP95	TDNY 5.580 10/24/2024	50,000,000	232,500			232,500
Negotiable CDs	89115BSZ4	TDNY 5.550 04/09/2025	50,000,000	231,250			231,250
Negotiable CDs	89115BT59	TDNY 5.510 12/02/2024	50,000,000	229,583			229,583
Negotiable CDs	89115DC61	TDNY 5.370 09/10/2024		67,125			67,125
Negotiable CDs	89115DCA2	TDNY 5.360 09/25/2024		178,667			178,667
Negotiable CDs	89115DJS6	TDNY 5.430 10/24/2024	50,000,000	226,250			226,250
Negotiable CDs	89115DK21	TDNY 5.400 01/02/2025	50,000,000	225,000			225,000
Negotiable CDs	89115DR65	TDNY 5.470 05/05/2025	65,000,000	296,292			296,292
Subtotals			\$ 1,417,000,000	\$ 6,181,769	\$ -	\$ -	\$ 6,181,769
Commercial Paper	59157TJJ3	METSHR 0.000 09/18/2024			\$ 175,856		\$ 175,856
Commercial Paper	59157TK44	METSHR 0.000 10/04/2024	15,000,000		65,000		65,000
Commercial Paper	59157TKQ5	METSHR 0.000 10/24/2024	10,000,000		43,250		43,250
Commercial Paper	62479LKH7	MUFG BK 0.000 10/17/2024	70,000,000		307,417		307,417
Commercial Paper	62479LKQ7	MUFG BK 0.000 10/24/2024	50,000,000		217,500		217,500
Commercial Paper	62479LKQ7	MUFG BK 0.000 10/24/2024	50,000,000		220,417		220,417
Commercial Paper	62479LL45	MUFG BK 0.000 11/04/2024	23,000,000		101,392		101,392
Commercial Paper	62479LLJ2	MUFG BK 0.000 11/18/2024	52,000,000		229,233		229,233
Commercial Paper	62479LM44	MUFG BK 0.000 12/04/2024	36,000,000		160,200		160,200
Commercial Paper	62479LMD4	MUFG BK 0.000 12/13/2024	15,000,000		66,375		66,375
Commercial Paper	62479LMG7	MUFG BK 0.000 12/16/2024	50,000,000		222,083		222,083
Commercial Paper	62479LMJ1	MUFG BK 0.000 12/18/2024	50,000,000		221,250		221,250
Commercial Paper	62479LMP7	MUFG BK 0.000 12/23/2024	22,000,000		97,167		97,167
Commercial Paper	62479LMW2	MUFG BK 0.000 12/30/2024	15,000,000		66,250		66,250
Commercial Paper	62479LNP6	MUFG BK 0.000 01/23/2025	15,000,000		65,875		65,875
Commercial Paper	62479LNV3	MUFG BK 0.000 01/29/2025	50,000,000		219,583		219,583
Commercial Paper	62479LPL3	MUFG BK 0.000 02/20/2025	60,000,000		29,867		29,867
Commercial Paper	62479LPM1	MUFG BK 0.000 02/21/2025	8,000,000		34,267		34,267
Commercial Paper	62479LQA6	MUFG BK 0.000 03/10/2025	25,000,000		106,458		106,458
Commercial Paper	62479LQE8	MUFG BK 0.000 03/14/2025	50,000,000		213,333		213,333
Commercial Paper	62479LQE8	MUFG BK 0.000 03/14/2025	26,000,000		110,717		110,717
Commercial Paper	62479LQM0	MUFG BK 0.000 03/21/2025	15,000,000		63,750		63,750
Commercial Paper	89233GKP0	TOYCC 0.000 10/23/2024	75,000,000		325,000		325,000
Commercial Paper	89233GKQ8	TOYCC 0.000 10/24/2024	50,000,000		218,333		218,333
Commercial Paper	89233GM29	TOYCC 0.000 12/02/2024	65,000,000		287,083		287,083
Commercial Paper	89233GMG8	TOYCC 0.000 12/16/2024	65,000,000		286,542		286,542
Commercial Paper	89233GNQ5	TOYCC 0.000 01/24/2025	60,000,000		263,000		263,000
Commercial Paper	89233GNU6	TOYCC 0.000 01/28/2025	50,000,000		218,333		218,333
Commercial Paper	89233GPC4	TOYCC 0.000 02/12/2025	75,000,000		305,000		305,000
Commercial Paper	89233GQQ2	TOYCC 0.000 03/24/2025	50,000,000		215,833		215,833
Commercial Paper	89233GQQ2	TOYCC 0.000 03/24/2025	50,000,000		210,833		210,833
Commercial Paper	89233GQQ2	TOYCC 0.000 03/24/2025	60,000,000		251,000		251,000
Subtotals			\$ 1,307,000,000	\$ -	\$ 5,618,197	\$ -	\$ 5,618,197
Medium Term Notes	037833CJ7	AAPL 3.350 02/09/2027	\$ 50,000,000	\$ 60,486	\$ 6,158		\$ 66,644
Medium Term Notes	14913UAN0	CAT 4.450 10/16/2026	18,385,000	29,544	(3,692)		25,851
Medium Term Notes	24422EXV6	DE 4.200 07/15/2027	10,000,000	29,167	34		29,200
Medium Term Notes	594918BJ2	MSFT 3.125 11/03/2025	11,749,000	5,099	1,226		6,325

Monthly Investment Earnings

Pooled Fund

<u>Type of Investment</u>	<u>CUSIP</u>	<u>Issuer Name</u>	<u>Par Value</u>	<u>Accrued Interest Earned</u>	<u>(Amortization) / Accretion</u>	<u>Realized Gain/(Loss)</u>	<u>Total Earnings</u>
Medium Term Notes	594918CN2	MSFT 3.400 09/15/2026	6,452,000	18,281	6,806		25,087
Medium Term Notes	594918CN2	MSFT 3.400 09/15/2026	13,009,000	36,859	13,650		50,509
Medium Term Notes	91324PFF4	UNH 4.750 07/15/2026	15,000,000	59,375	1,050		60,425
Subtotals			\$ 124,595,000	\$ 238,810	\$ 25,231	\$ -	\$ 264,041
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	\$ 13,861,698	\$ 94,170			\$ 94,170
Money Market Funds	31607A703	Fidelity Govt Portfolio	764,166,957	3,294,557			3,294,557
Money Market Funds	608919718	Federated Hermes Govt Obligations Fund	525,434,315	1,510,961			1,510,961
Money Market Funds	262006208	Dreyfus Government Cash Management	28,091,111	115,407			115,407
Money Market Funds	85749T517	State Street Institutional U.S. Govt MMF	776,174,238	2,632,067			2,632,067
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Fund	17,127,419	70,627			70,627
Subtotals			\$ 2,124,855,738	\$ 7,717,789	\$ -	\$ -	\$ 7,717,789
Supranationals	45818WDG8	IADB 0.820 02/27/2026	\$ 19,500,000	\$ 13,325	\$ (1,037)		\$ 12,288
Supranationals	4581X0CM8	IADB 2.125 01/15/2025	100,000,000	177,083	(125,206)		51,877
Supranationals	4581X0DN5	IADB 0.625 07/15/2025	28,900,000	15,052	8,452		23,504
Supranationals	4581X0DZ8	IADB 0.500 09/23/2024		15,278	8,443		23,721
Supranationals	4581X0EN4	IADB 4.125 02/15/2029	25,000,000	85,938	6,261		92,198
Supranationals	4581X0EN4	IADB 4.125 02/15/2029	50,000,000	171,875	3,100		174,975
Supranationals	459058HT3	IBRD 1.626 01/15/2025	29,314,000	39,720	82,795		122,515
Supranationals	459058JB0	IBRD 0.626 04/22/2025	40,000,000	20,867	(1,885)		18,982
Supranationals	459058KJ1	IBRD 3.125 06/15/2027	12,323,000	32,091	10,969		43,060
Supranationals	45950VQG4	IFC 0.440 09/23/2024		2,689	1,676		4,365
Supranationals	45950VRU2	IFC 4.023 01/26/2026	100,000,000	335,250			335,250
Subtotals			\$ 405,037,000	\$ 909,168	\$ (6,431)	\$ -	\$ 902,737
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acct	\$ 101,526,866	\$ 426,775			\$ 426,775
Subtotals			\$ 101,526,866	\$ 426,775	\$ -	\$ -	\$ 426,775
Grand Totals			\$15,888,551,603	\$ 39,888,259	\$ 8,215,266	\$ -	\$ 48,103,525

Investment Transactions

Pooled Fund

For month ended September 30, 2024

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58316	Buy	313384E62	FHDN 0.000 09/04/2024	99.98542	09/03/2024	09/03/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58317	Buy	313384E62	FHDN 0.000 09/04/2024	99.98542	09/03/2024	09/03/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58318	Buy	313384E62	FHDN 0.000 09/04/2024	99.98542	09/03/2024	09/03/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58319	Buy	313384E62	FHDN 0.000 09/04/2024	99.98542	09/03/2024	09/03/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58305	Buy	3130B2KJ3	FHLB 4.625 09/04/2029	100.00000	09/04/2024	09/04/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58306	Buy	3130B2KJ3	FHLB 4.625 09/04/2029	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58307	Buy	3130B2KJ3	FHLB 4.625 09/04/2029	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58321	Buy	313384E70	FHLBDN 0.000 09/05/2024	99.98547	09/04/2024	09/04/2024	100,000,000.00	99,985,472.22	0.00	99,985,472.22
58322	Buy	313384E70	FHLBDN 0.000 09/05/2024	99.98547	09/04/2024	09/04/2024	100,000,000.00	99,985,472.22	0.00	99,985,472.22
58323	Buy	313384E70	FHLBDN 0.000 09/05/2024	99.98547	09/04/2024	09/04/2024	100,000,000.00	99,985,472.22	0.00	99,985,472.22
58324	Buy	313384E70	FHLBDN 0.000 09/05/2024	99.98547	09/04/2024	09/04/2024	100,000,000.00	99,985,472.22	0.00	99,985,472.22
58325	Buy	313384E70	FHLBDN 0.000 09/05/2024	99.98547	09/04/2024	09/04/2024	97,434,000.00	97,419,845.01	0.00	97,419,845.01
58326	Buy	313384E88	FHDN 0.000 09/06/2024	99.98550	09/05/2024	09/05/2024	100,000,000.00	99,985,500.00	0.00	99,985,500.00
58327	Buy	313384E88	FHDN 0.000 09/06/2024	99.98550	09/05/2024	09/05/2024	100,000,000.00	99,985,500.00	0.00	99,985,500.00
58328	Buy	313384E88	FHDN 0.000 09/06/2024	99.98550	09/05/2024	09/05/2024	100,000,000.00	99,985,500.00	0.00	99,985,500.00
58329	Buy	313384E88	FHDN 0.000 09/06/2024	99.98550	09/05/2024	09/05/2024	100,000,000.00	99,985,500.00	0.00	99,985,500.00
58330	Buy	313384E88	FHDN 0.000 09/06/2024	99.98550	09/05/2024	09/05/2024	100,000,000.00	99,985,500.00	0.00	99,985,500.00
58320	Buy	24422EXV6	DE 4.200 07/15/2027	99.98600	09/06/2024	09/06/2024	10,000,000.00	9,998,600.00	0.00	9,998,600.00
58331	Buy	313384F38	FHDN 0.000 09/09/2024	99.95658	09/06/2024	09/06/2024	100,000,000.00	99,956,583.33	0.00	99,956,583.33
58332	Buy	313384F38	FHDN 0.000 09/09/2024	99.95658	09/06/2024	09/06/2024	100,000,000.00	99,956,583.33	0.00	99,956,583.33
58333	Buy	313384F38	FHDN 0.000 09/09/2024	99.95658	09/06/2024	09/06/2024	100,000,000.00	99,956,583.33	0.00	99,956,583.33
58334	Buy	313384F38	FHDN 0.000 09/09/2024	99.95658	09/06/2024	09/06/2024	100,000,000.00	99,956,583.33	0.00	99,956,583.33
58335	Buy	313384F38	FHDN 0.000 09/09/2024	99.95658	09/06/2024	09/06/2024	100,000,000.00	99,956,583.33	0.00	99,956,583.33
58336	Buy	313384F46	FHDN 0.000 09/10/2024	99.98556	09/09/2024	09/09/2024	100,000,000.00	99,985,555.56	0.00	99,985,555.56
58337	Buy	313384F46	FHDN 0.000 09/10/2024	99.98556	09/09/2024	09/09/2024	100,000,000.00	99,985,555.56	0.00	99,985,555.56
58338	Buy	313384F46	FHDN 0.000 09/10/2024	99.98556	09/09/2024	09/09/2024	100,000,000.00	99,985,555.56	0.00	99,985,555.56
58339	Buy	313384F46	FHDN 0.000 09/10/2024	99.98556	09/09/2024	09/09/2024	100,000,000.00	99,985,555.56	0.00	99,985,555.56
58340	Buy	313384F46	FHDN 0.000 09/10/2024	99.98556	09/09/2024	09/09/2024	59,800,000.00	59,791,362.22	0.00	59,791,362.22
58341	Buy	313384F46	FHDN 0.000 09/10/2024	99.98556	09/09/2024	09/09/2024	30,500,000.00	30,495,594.44	0.00	30,495,594.44
58342	Buy	313384F53	FHDN 0.000 09/11/2024	99.98558	09/10/2024	09/10/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58343	Buy	313384F53	FHDN 0.000 09/11/2024	99.98558	09/10/2024	09/10/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58344	Buy	313384F53	FHDN 0.000 09/11/2024	99.98558	09/10/2024	09/10/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58345	Buy	313384F53	FHDN 0.000 09/11/2024	99.98558	09/10/2024	09/10/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58346	Buy	313384F53	FHDN 0.000 09/11/2024	99.98558	09/10/2024	09/10/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58347	Buy	313384F61	FHDN 0.000 09/12/2024	99.98558	09/11/2024	09/11/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58348	Buy	313384F61	FHDN 0.000 09/12/2024	99.98558	09/11/2024	09/11/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58349	Buy	313384F61	FHDN 0.000 09/12/2024	99.98558	09/11/2024	09/11/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58350	Buy	313384F61	FHDN 0.000 09/12/2024	99.98558	09/11/2024	09/11/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58351	Buy	313384F61	FHDN 0.000 09/12/2024	99.98558	09/11/2024	09/11/2024	100,000,000.00	99,985,583.33	0.00	99,985,583.33
58352	Buy	313384F79	FHDN 0.000 09/13/2024	99.98569	09/12/2024	09/12/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58353	Buy	313384F79	FHDN 0.000 09/13/2024	99.98569	09/12/2024	09/12/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58354	Buy	313384F79	FHDN 0.000 09/13/2024	99.98569	09/12/2024	09/12/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58355	Buy	313384F79	FHDN 0.000 09/13/2024	99.98569	09/12/2024	09/12/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58356	Buy	313384F79	FHDN 0.000 09/13/2024	99.98569	09/12/2024	09/12/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58357	Buy	3130B2PJ8	FHLB 3.625 09/04/2026	99.86700	09/13/2024	09/13/2024	25,000,000.00	24,966,750.00	0.00	24,966,750.00
58358	Buy	3130B2PJ8	FHLB 3.625 09/04/2026	99.86700	09/13/2024	09/13/2024	50,000,000.00	49,933,500.00	0.00	49,933,500.00
58359	Buy	3130B2PJ8	FHLB 3.625 09/04/2026	99.86700	09/13/2024	09/13/2024	19,000,000.00	18,974,730.00	0.00	18,974,730.00
58360	Buy	3130B2PJ8	FHLB 3.625 09/04/2026	99.86700	09/13/2024	09/13/2024	25,900,000.00	25,865,553.00	0.00	25,865,553.00
58361	Buy	313384G29	FHDN 0.000 09/16/2024	99.95692	09/13/2024	09/13/2024	100,000,000.00	99,956,916.67	0.00	99,956,916.67
58362	Buy	313384G29	FHDN 0.000 09/16/2024	99.95692	09/13/2024	09/13/2024	100,000,000.00	99,956,916.67	0.00	99,956,916.67
58363	Buy	313384G29	FHDN 0.000 09/16/2024	99.95692	09/13/2024	09/13/2024	100,000,000.00	99,956,916.67	0.00	99,956,916.67
58364	Buy	313384G29	FHDN 0.000 09/16/2024	99.95692	09/13/2024	09/13/2024	100,000,000.00	99,956,916.67	0.00	99,956,916.67
58365	Buy	313384G29	FHDN 0.000 09/16/2024	99.95692	09/13/2024	09/13/2024	100,000,000.00	99,956,916.67	0.00	99,956,916.67

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58366	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58367	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58368	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58369	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58370	Buy	313384G37	FHDN 0.000 09/17/2024	99.98564	09/16/2024	09/16/2024	100,000,000.00	99,985,638.89	0.00	99,985,638.89
58371	Buy	912797LH8	B 0.000 09/17/2024	99.98551	09/16/2024	09/16/2024	100,000,000.00	99,985,506.94	0.00	99,985,506.94
58372	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58373	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58374	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58375	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58376	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58377	Buy	313384G45	FHDN 0.000 09/18/2024	99.98567	09/17/2024	09/17/2024	100,000,000.00	99,985,666.67	0.00	99,985,666.67
58378	Buy	14913UAN0	CAT 4.450 10/16/2026	101.17100	09/18/2024	09/18/2024	18,385,000.00	18,600,288.35	72,722.89	18,673,011.24
58379	Buy	037833CJ7	AAPL 3.350 02/09/2027	99.17200	09/18/2024	09/18/2024	50,000,000.00	49,586,000.00	181,458.33	49,767,458.33
58380	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58381	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58382	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58383	Buy	313384G52	FHDN 0.000 09/19/2024	99.98569	09/18/2024	09/18/2024	100,000,000.00	99,985,694.44	0.00	99,985,694.44
58384	Buy	912797MX2	B 0.000 01/14/2025	98.47965	09/19/2024	09/19/2024	68,000,000.00	66,966,162.00	0.00	66,966,162.00
58388	Buy	06367DM44	BMOCHG 4.250 06/30/2025	100.00000	09/23/2024	09/23/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58389	Buy	13606DAG7	CIBCNV 4.250 06/30/2025	100.00000	09/23/2024	09/23/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58385	Buy	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2024	09/24/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58386	Buy	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2024	09/24/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58387	Buy	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2024	09/24/2024	65,000,000.00	65,000,000.00	0.00	65,000,000.00
58390	Buy	78015JWF0	RY 4.220 06/24/2025	100.00000	09/24/2024	09/24/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58391	Buy	91282CEW7	T 3.250 06/30/2027	99.36719	09/26/2024	09/26/2024	50,000,000.00	49,683,593.75	388,586.96	50,072,180.71
58393	Buy	594918BJ2	MSFT 3.125 11/03/2025	99.15900	09/26/2024	09/26/2024	11,749,000.00	11,650,190.91	145,842.62	11,796,033.53
58392	Buy	3130ATHX8	FHLB 4.125 09/14/2029	102.61800	09/27/2024	09/27/2024	15,000,000.00	15,392,700.00	22,343.75	15,415,043.75
58398	Buy	62479LPL3	MUFGBK 0.000 02/20/2025	98.18311	09/27/2024	09/27/2024	60,000,000.00	58,909,866.67	0.00	58,909,866.67
58394	Buy	3133ERV9R	FFCB 3.500 07/01/2027	99.86400	09/30/2024	09/30/2024	55,000,000.00	54,925,200.00	0.00	54,925,200.00
			Activity Total				6,960,768,000.00	6,957,035,498.82	810,954.55	6,957,846,453.37
58314	Maturity	313384E54	FHDN 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58315	Maturity	313384E54	FHDN 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58312	Maturity	912797LA3	B 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58313	Maturity	912797LA3	B 0.000 09/03/2024	100.00000	09/03/2024	09/03/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57862	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57863	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57864	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57865	Full Call	3130B0AD1	FHLB 5.500 09/04/2025	100.00000	09/04/2024	09/04/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58316	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58317	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58318	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58319	Maturity	313384E62	FHDN 0.000 09/04/2024	100.00000	09/04/2024	09/04/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58321	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58322	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58323	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58324	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58325	Maturity	313384E70	FHLBDN 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	97,434,000.00	97,434,000.00	0.00	97,434,000.00
57875	Maturity	912797GL5	B 0.000 09/05/2024	100.00000	09/05/2024	09/05/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58326	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58327	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58328	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58329	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58330	Maturity	313384E88	FHDN 0.000 09/06/2024	100.00000	09/06/2024	09/06/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57742	Maturity	13606KC38	CIBCN 5.940 09/09/2024	100.00000	09/09/2024	09/09/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58331	Maturity	313384F38	FHDN 0.000 09/09/2024	100.00000	09/09/2024	09/09/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58332	Maturity	313384F38	FHDN 0.000 09/09/2024	100.00000	09/09/2024	09/09/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58333	Maturity	313384F38	FHDN 0.000 09/09/2024	100.00000	09/09/2024	09/09/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58334	Maturity	313384F38	FHDN 0.000 09/09/2024	100.00000	09/09/2024	09/09/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58335	Maturity	313384F38	FHDN 0.000 09/09/2024	100.00000	09/09/2024	09/09/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57746	Maturity	78015J5K9	RY 5.900 09/09/2024	100.00000	09/09/2024	09/09/2024	60,000,000.00	60,000,000.00	0.00	60,000,000.00
58336	Maturity	313384F46	FHDN 0.000 09/10/2024	100.00000	09/10/2024	09/10/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58337	Maturity	313384F46	FHDN 0.000 09/10/2024	100.00000	09/10/2024	09/10/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58338	Maturity	313384F46	FHDN 0.000 09/10/2024	100.00000	09/10/2024	09/10/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58339	Maturity	313384F46	FHDN 0.000 09/10/2024	100.00000	09/10/2024	09/10/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58340	Maturity	313384F46	FHDN 0.000 09/10/2024	100.00000	09/10/2024	09/10/2024	59,800,000.00	59,800,000.00	0.00	59,800,000.00
58341	Maturity	313384F46	FHDN 0.000 09/10/2024	100.00000	09/10/2024	09/10/2024	30,500,000.00	30,500,000.00	0.00	30,500,000.00
57872	Maturity	89115DC61	TDNY 5.370 09/10/2024	100.00000	09/10/2024	09/10/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57874	Maturity	13606KW51	CIBCN 5.370 09/11/2024	100.00000	09/11/2024	09/11/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58342	Maturity	313384F53	FHDN 0.000 09/11/2024	100.00000	09/11/2024	09/11/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58343	Maturity	313384F53	FHDN 0.000 09/11/2024	100.00000	09/11/2024	09/11/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58344	Maturity	313384F53	FHDN 0.000 09/11/2024	100.00000	09/11/2024	09/11/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58345	Maturity	313384F53	FHDN 0.000 09/11/2024	100.00000	09/11/2024	09/11/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58346	Maturity	313384F53	FHDN 0.000 09/11/2024	100.00000	09/11/2024	09/11/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58347	Maturity	313384F61	FHDN 0.000 09/12/2024	100.00000	09/12/2024	09/12/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58348	Maturity	313384F61	FHDN 0.000 09/12/2024	100.00000	09/12/2024	09/12/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58349	Maturity	313384F61	FHDN 0.000 09/12/2024	100.00000	09/12/2024	09/12/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58350	Maturity	313384F61	FHDN 0.000 09/12/2024	100.00000	09/12/2024	09/12/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58351	Maturity	313384F61	FHDN 0.000 09/12/2024	100.00000	09/12/2024	09/12/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
47504	Maturity	3130ATVD6	FHLB 4.875 09/13/2024	100.00000	09/13/2024	09/13/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58352	Maturity	313384F79	FHDN 0.000 09/13/2024	100.00000	09/13/2024	09/13/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58353	Maturity	313384F79	FHDN 0.000 09/13/2024	100.00000	09/13/2024	09/13/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58354	Maturity	313384F79	FHDN 0.000 09/13/2024	100.00000	09/13/2024	09/13/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58355	Maturity	313384F79	FHDN 0.000 09/13/2024	100.00000	09/13/2024	09/13/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58356	Maturity	313384F79	FHDN 0.000 09/13/2024	100.00000	09/13/2024	09/13/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57880	Full Call	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	09/14/2024	09/16/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
57881	Full Call	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	09/14/2024	09/16/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
57882	Full Call	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	09/14/2024	09/16/2024	55,000,000.00	55,000,000.00	0.00	55,000,000.00
57883	Full Call	3134H1YE7	FHLMC 5.910 03/14/2029	100.00000	09/14/2024	09/16/2024	20,000,000.00	20,000,000.00	0.00	20,000,000.00
58361	Maturity	313384G29	FHDN 0.000 09/16/2024	100.00000	09/16/2024	09/16/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58362	Maturity	313384G29	FHDN 0.000 09/16/2024	100.00000	09/16/2024	09/16/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58363	Maturity	313384G29	FHDN 0.000 09/16/2024	100.00000	09/16/2024	09/16/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58364	Maturity	313384G29	FHDN 0.000 09/16/2024	100.00000	09/16/2024	09/16/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58365	Maturity	313384G29	FHDN 0.000 09/16/2024	100.00000	09/16/2024	09/16/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58366	Maturity	313384G37	FHDN 0.000 09/17/2024	100.00000	09/17/2024	09/17/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58367	Maturity	313384G37	FHDN 0.000 09/17/2024	100.00000	09/17/2024	09/17/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58368	Maturity	313384G37	FHDN 0.000 09/17/2024	100.00000	09/17/2024	09/17/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58369	Maturity	313384G37	FHDN 0.000 09/17/2024	100.00000	09/17/2024	09/17/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58370	Maturity	313384G37	FHDN 0.000 09/17/2024	100.00000	09/17/2024	09/17/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58371	Maturity	912797LH8	B 0.000 09/17/2024	100.00000	09/17/2024	09/17/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58372	Maturity	313384G45	FHDN 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58373	Maturity	313384G45	FHDN 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58374	Maturity	313384G45	FHDN 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58375	Maturity	313384G45	FHDN 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58376	Maturity	313384G45	FHDN 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58377	Maturity	313384G45	FHDN 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00

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58200	Maturity	59157TJJ3	METSHR 0.000 09/18/2024	100.00000	09/18/2024	09/18/2024	70,000,000.00	70,000,000.00	0.00	70,000,000.00
58380	Maturity	313384G52	FHDN 0.000 09/19/2024	100.00000	09/19/2024	09/19/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58381	Maturity	313384G52	FHDN 0.000 09/19/2024	100.00000	09/19/2024	09/19/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58382	Maturity	313384G52	FHDN 0.000 09/19/2024	100.00000	09/19/2024	09/19/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58383	Maturity	313384G52	FHDN 0.000 09/19/2024	100.00000	09/19/2024	09/19/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57752	Maturity	06367DD44	BMOCHG 5.970 09/23/2024	100.00000	09/23/2024	09/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47151	Maturity	3133EM5X6	FFCB 0.430 09/23/2024	100.00000	09/23/2024	09/23/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
47152	Maturity	3133EM5X6	FFCB 0.430 09/23/2024	100.00000	09/23/2024	09/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47153	Maturity	3133EM5X6	FFCB 0.430 09/23/2024	100.00000	09/23/2024	09/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47197	Maturity	4581X0DZ8	IADB 0.500 09/23/2024	100.00000	09/23/2024	09/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47179	Maturity	45950VQG4	IFC 0.440 09/23/2024	100.00000	09/23/2024	09/23/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
57750	Maturity	78015JAK3	RY 5.960 09/23/2024	100.00000	09/23/2024	09/23/2024	60,000,000.00	60,000,000.00	0.00	60,000,000.00
57873	Maturity	89115DCA2	TDNY 5.360 09/25/2024	100.00000	09/25/2024	09/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47465	Maturity	3133ENP79	FFCB 4.250 09/26/2024	100.00000	09/26/2024	09/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57611	Full Call	3135GAG39	FNMA 5.375 12/30/2024	100.00000	09/30/2024	09/30/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57612	Full Call	3135GAG39	FNMA 5.375 12/30/2024	100.00000	09/30/2024	09/30/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57613	Full Call	3135GAG39	FNMA 5.375 12/30/2024	100.00000	09/30/2024	09/30/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57614	Full Call	3135GAG39	FNMA 5.375 12/30/2024	100.00000	09/30/2024	09/30/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
			Activity Total				7,477,734,000.00	7,477,734,000.00	0.00	7,477,734,000.00

Interest Received Pooled Fund

For month ended September 30, 2024

Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
46468	Interest Income	3133ELQY3	FFCB 1.210 03/03/2025	09/03/2024	96,800.00		96,800.00
57814	Interest Income	91282CHX2	T 4.375 08/31/2028	09/03/2024	1,093,750.00		1,093,750.00
57903	Interest Income	91282CKD2	T 4.250 02/28/2029	09/03/2024	1,062,500.00	225,203.80	837,296.20
46977	Interest Income	912828ZC7	T 1.125 02/28/2025	09/03/2024	281,250.00		281,250.00
46994	Interest Income	912828ZC7	T 1.125 02/28/2025	09/03/2024	281,250.00		281,250.00
47166	Interest Income	91282CCW9	T 0.750 08/31/2026	09/03/2024	187,500.00		187,500.00
47168	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
47169	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
47170	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
47171	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2024	134,375.00		134,375.00
46467	Interest Income	3133ELQY3	FFCB 1.210 03/03/2025	09/03/2024	145,200.00		145,200.00
57862	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57863	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57864	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57865	Interest Income	3130B0AD1	FHLB 5.500 09/04/2025	09/04/2024	687,500.00		687,500.00
57746	Interest Income	78015J5K9	RY 5.900 09/09/2024	09/09/2024	3,569,500.02		3,569,500.02
57906	Interest Income	3130AVBD3	FHLB 4.500 03/09/2029	09/09/2024	562,500.00	93,750.00	468,750.00
47314	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
47315	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
47316	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
47317	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/09/2024	293,750.00		293,750.00
57742	Interest Income	13606KC38	CIBCNY 5.940 09/09/2024	09/09/2024	3,003,000.00		3,003,000.00
57815	Interest Income	3133EM4X7	FFCB 0.800 09/10/2026	09/10/2024	115,900.00		115,900.00
57872	Interest Income	89115DC61	TDNY 5.370 09/10/2024	09/10/2024	1,402,166.65		1,402,166.65
47321	Interest Income	3133ENRD4	FFCB 1.680 03/10/2027	09/10/2024	408,013.20		408,013.20
57760	Interest Income	3130AXCP1	FHLB 4.875 09/11/2026	09/11/2024	289,940.63		289,940.63
57874	Interest Income	13606KW51	CIBCNY 5.370 09/11/2024	09/11/2024	1,409,625.00		1,409,625.00
47196	Interest Income	3130A8ZQ9	FHLB 1.750 09/12/2025	09/12/2024	90,081.25		90,081.25
57789	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	243,750.00		243,750.00
57790	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	243,750.00		243,750.00
57791	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	243,750.00		243,750.00
57890	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	895,293.75	94,503.23	800,790.52
57891	Interest Income	3133EP5K7	FFCB 4.500 03/13/2026	09/13/2024	1,125,000.00	118,750.00	1,006,250.00
57900	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/13/2024	609,375.00	74,479.17	534,895.83
47160	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47161	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47162	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47163	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/13/2024	131,250.00		131,250.00
47504	Interest Income	3130ATVD6	FHLB 4.875 09/13/2024	09/13/2024	1,218,750.00		1,218,750.00
57743	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/16/2024	205,750.00		205,750.00
57744	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/16/2024	375,000.00		375,000.00
57745	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/16/2024	500,000.00		500,000.00
57880	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	545,033.33		545,033.33
57881	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	545,033.33		545,033.33
57882	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	1,498,841.68		1,498,841.68
57883	Interest Income	3134H1YE7	FHLMC 5.910 03/14/2029	09/16/2024	545,033.33		545,033.33
58064	Interest Income	594918CN2	MSFT 3.400 09/15/2026	09/16/2024	109,684.00	69,466.53	40,217.47
58065	Interest Income	594918CN2	MSFT 3.400 09/15/2026	09/16/2024	221,153.00	140,063.57	81,089.43

Interest Received Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
47483	Interest Income	91282CFK2	T 3.500 09/15/2025	09/16/2024	875,000.00		875,000.00
57901	Interest Income	3133EP5U5	FFCB 4.125 03/20/2029	09/20/2024	1,065,487.50	106,548.75	958,938.75
57905	Interest Income	3133EP5S0	FFCB 4.250 03/20/2028	09/20/2024	105,633.75	11,150.23	94,483.52
57750	Interest Income	78015JAK3	RY 5.960 09/23/2024	09/23/2024	3,645,533.34		3,645,533.34
57752	Interest Income	06367DD44	BMOCHG 5.970 09/23/2024	09/23/2024	3,043,041.65		3,043,041.65
46954	Interest Income	3137EAEX3	FHLMC 0.375 09/23/2025	09/23/2024	42,375.00		42,375.00
47151	Interest Income	3133EM5X6	FFCB 0.430 09/23/2024	09/23/2024	53,750.00		53,750.00
47152	Interest Income	3133EM5X6	FFCB 0.430 09/23/2024	09/23/2024	107,500.00		107,500.00
47153	Interest Income	3133EM5X6	FFCB 0.430 09/23/2024	09/23/2024	107,500.00		107,500.00
47179	Interest Income	45950VQG4	IFC 0.440 09/23/2024	09/23/2024	22,000.00		22,000.00
47197	Interest Income	4581X0DZ8	IADB 0.500 09/23/2024	09/23/2024	125,000.00		125,000.00
57873	Interest Income	89115DCA2	TDNY 5.360 09/25/2024	09/25/2024	1,511,222.20		1,511,222.20
57889	Interest Income	3133EP6K6	FFCB 4.500 03/26/2027	09/26/2024	1,125,000.00	37,500.00	1,087,500.00
47465	Interest Income	3133ENP79	FFCB 4.250 09/26/2024	09/26/2024	1,062,500.00		1,062,500.00
57886	Interest Income	3130B0MZ9	FHLB 5.100 01/27/2025	09/27/2024	2,932,500.00		2,932,500.00
47014	Interest Income	912828ZF0	T 0.500 03/31/2025	09/30/2024	125,000.00		125,000.00
47017	Interest Income	912828ZF0	T 0.500 03/31/2025	09/30/2024	125,000.00		125,000.00
47043	Interest Income	91282CAM3	T 0.250 09/30/2025	09/30/2024	62,500.00		62,500.00
47105	Interest Income	91282CAM3	T 0.250 09/30/2025	09/30/2024	62,500.00		62,500.00
47172	Interest Income	91282CCZ2	T 0.875 09/30/2026	09/30/2024	218,750.00		218,750.00
47173	Interest Income	91282CCZ2	T 0.875 09/30/2026	09/30/2024	218,750.00		218,750.00
47176	Interest Income	91282CCZ2	T 0.875 09/30/2026	09/30/2024	218,750.00		218,750.00
47342	Interest Income	91282CEF4	T 2.500 03/31/2027	09/30/2024	312,500.00		312,500.00
57611	Interest Income	3135GAG39	FNMA 5.375 12/30/2024	09/30/2024	671,875.00		671,875.00
57612	Interest Income	3135GAG39	FNMA 5.375 12/30/2024	09/30/2024	671,875.00		671,875.00
57613	Interest Income	3135GAG39	FNMA 5.375 12/30/2024	09/30/2024	671,875.00		671,875.00
57614	Interest Income	3135GAG39	FNMA 5.375 12/30/2024	09/30/2024	671,875.00		671,875.00
			Activity Total		47,966,967.61	971,415.28	46,995,552.33

Money Market / Secured Bank Deposit Activity

Pooled Fund

For month ended September 30, 2024				
Accounting ID	Description	Activity Date	Transaction Type	Transaction Amount
09248U718	BlackRock Liquidity Funds T-Fund	09/06/2024	Withdrawal	(5,000,000.00)
09248U718	BlackRock Liquidity Funds T-Fund	09/13/2024	Withdrawal	(20,000,000.00)
09248U718	BlackRock Liquidity Funds T-Fund	09/30/2024	Interest Received	94,170.22
	Activity Total			(24,905,829.78)
31607A703	Fidelity Govt Portfolio	09/24/2024	Withdrawal	(73,000,000.00)
31607A703	Fidelity Govt Portfolio	09/26/2024	Deposit	35,000,000.00
31607A703	Fidelity Govt Portfolio	09/30/2024	Interest Received	3,294,556.87
	Activity Total			(34,705,443.13)
608919718	Federated Hermes Govt Obligations	09/03/2024	Withdrawal	(150,000,000.00)
608919718	Federated Hermes Govt Obligations	09/04/2024	Withdrawal	(30,000,000.00)
608919718	Federated Hermes Govt Obligations	09/10/2024	Deposit	30,000,000.00
608919718	Federated Hermes Govt Obligations	09/11/2024	Withdrawal	(40,000,000.00)
608919718	Federated Hermes Govt Obligations	09/16/2024	Deposit	70,000,000.00
608919718	Federated Hermes Govt Obligations	09/17/2024	Deposit	40,000,000.00
608919718	Federated Hermes Govt Obligations	09/18/2024	Deposit	150,000,000.00
608919718	Federated Hermes Govt Obligations	09/19/2024	Deposit	200,000,000.00
608919718	Federated Hermes Govt Obligations	09/24/2024	Withdrawal	(150,000,000.00)
608919718	Federated Hermes Govt Obligations	09/25/2024	Withdrawal	(50,000,000.00)
608919718	Federated Hermes Govt Obligations	09/27/2024	Deposit	10,000,000.00
608919718	Federated Hermes Govt Obligations	09/30/2024	Deposit	60,000,000.00
608919718	Federated Hermes Govt Obligations	09/30/2024	Interest Received	1,510,961.15
	Activity Total			141,510,961.15
262006208	Dreyfus Government Cash Management	09/30/2024	Interest Received	115,407.20
	Activity Total			115,407.20
85749T517	State Street Institutional U.S. Govt	09/05/2024	Deposit	20,000,000.00
85749T517	State Street Institutional U.S. Govt	09/09/2024	Deposit	20,000,000.00
85749T517	State Street Institutional U.S. Govt	09/18/2024	Deposit	70,000,000.00
85749T517	State Street Institutional U.S. Govt	09/19/2024	Deposit	155,000,000.00
85749T517	State Street Institutional U.S. Govt	09/30/2024	Interest Received	2,632,067.16
	Activity Total			267,632,067.16
61747C319	Morgan Stanley Institutional Liquidity	09/30/2024	Interest Received	70,626.75
	Activity Total			70,626.75
0660P0999	Bank of America TTX INV Deposit Acct	09/30/2024	Interest Received	426,774.97
	Activity Total			426,774.97



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Memorandum

AGENDA ITEM 7

DATE: November 14, 2024
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/10/2024 Board Meeting: Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,600,000 in Prop L funds to Peninsula Corridor Joint Powers Board (PCJPB) for:</p> <p>1. Maintenance of Way Track Equipment SOGR - FY25</p> <p>Allocate \$700,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <p>2. District 11 Traffic Calming and Sideshow Deterrence [NTP]</p> <p>Appropriate \$350,000 in Prop L funds, with conditions, for:</p> <p>3. West Side Network Study (\$250,000)</p> <p>4. AV Resource Portal (\$100,000)</p> <p>Allocate \$672,000 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <p>5. Innes Avenue Sidewalk Improvements</p> <p>Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds, with conditions, to SFMTA for:</p> <p>6. Vision Zero Quick-Build Implementation FY25</p> <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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description 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.	
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DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$3,300,000 and appropriate \$350,000 in Prop L funds, allocate \$672,000 in Prop AA funds, and allocate \$4,929,000 in TNC Tax funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L, Prop AA, and TNC Tax Fiscal Year 2024/25 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2024/25 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 will consider this item at its November 20, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions



- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L, Prop AA, and TNC Tax Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (6)

Attachment 1: Summary of Requests Received

								Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	\$ 3,800,593	82%	32%	Construction	Citywide
Prop L	25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	\$ 700,000	78%	0%	Planning, Design, Construction	11
Prop L	27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	\$ 250,000	92%	0%	Planning	1, 4, 7
Prop L	28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	\$ 128,096	68%	22%	Planning	Citywide
Prop AA	Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	\$ 772,100	N/A	13%	Construction	10
TNC Tax	Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,929,000	\$ 4,929,000	N/A	0%	Design, Construction	Citywide
TOTAL				\$ 3,650,000	\$ 672,000	\$ 4,929,000	\$ 10,579,789				

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline, 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 (2023).
- ² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), SFMTA (San Francisco Municipal Transportation Agency), SFCTA (San Francisco County Transportation Authority), and SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, 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 L 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.

Caltrain request: Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop L funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	Requested funds will be used to purchase critical track maintenance-of-way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident. The project is expected be open for use by June 2027.
25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	Requested Neighborhood Program funds will be used to plan, design, and construct traffic calming and sideshow deterrence measures at various locations in District 11 with the goal of keeping local streets safe for pedestrians and bicyclists, by preempting speeding and cut-through traffic on local neighborhood streets, and reducing the incidence of illegal exhibition driving activity. This request will fund traffic calming measures at approximately 27 locations, including speed humps, speed cushions, speed tables, and raised (asphalt) crosswalks. This request will also fund sideshow deterrence measures at approximately 10 locations, including centerline and corner hardening with rubber speed humps, delineator posts, and botts dots. See attached allocation request form for list of potential locations. The project is expected to be open for use by September 2027.
27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	The West Side Network Study is a joint effort by SFCTA, SF Planning, and SFMTA that will analyze the expected performance of the planned multimodal west side transportation network in the context of the SFTP+ expected growth scenario. The study will seek to identify specific areas of need and additional projects to address those needs. The study will result in an area-wide transportation plan and vision, informed by outreach, to support future transportation needs. For west side neighborhoods, the study will result in an area-wide transportation plan and vision to support future transportation needs. Staff expects to present the final report to the Board for approval by December 2025.
28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	The AV Resource Portal Project is a joint effort by the SFCTA and SFMTA that aims to provide a one-stop online resource for information about AV legislation, permitting, and data incorporating all local, state and federal publicly available sources, affecting San Francisco and beyond. This project is anticipated to be completed by June 2026.
Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	Requested funds will construct pedestrian safety and accessibility improvements along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include 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. The project is expected be open for use by March 2026. Prop AA funded the design phase for this project, as well.
Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,929,000	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. This request is for funding to implement safety improvements on 8 corridors and programmatic spot improvements at locations on the High Injury Network. See attached allocation request form for the list of corridors. All improvements are expected to be be complete by March 2027.
TOTAL			\$3,650,000	\$672,000	\$4,929,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

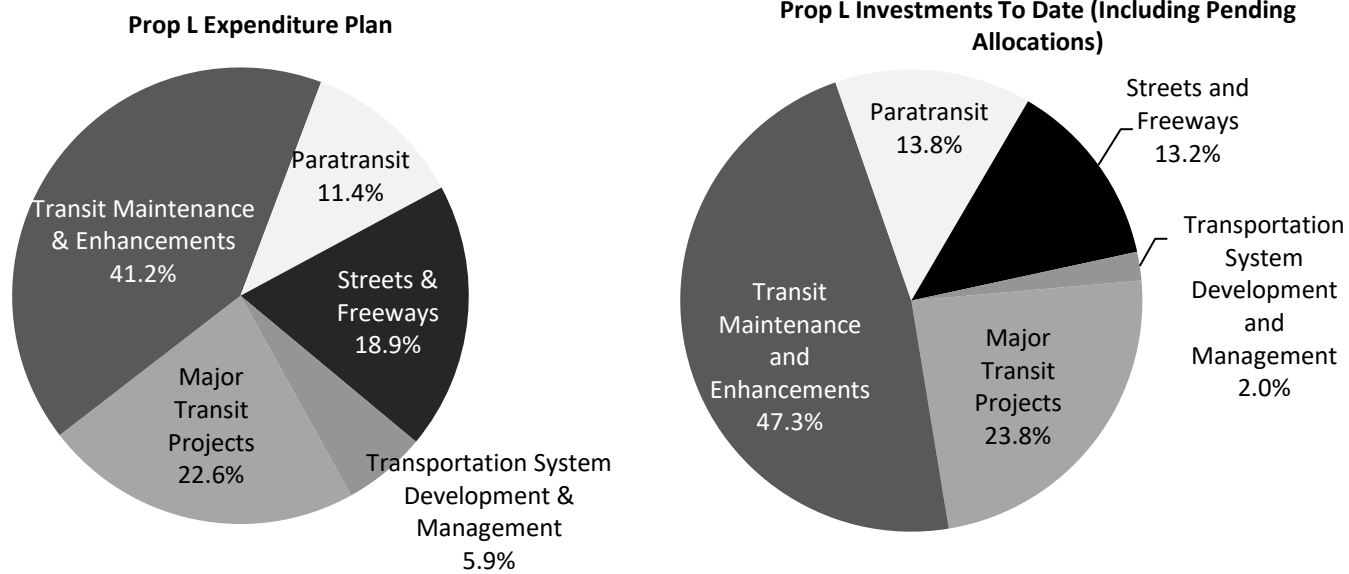
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
8	PCJPB	Maintenance of Way Track Equipment SOGR - FY25	\$ 2,600,000	\$ -	\$ -	
25	SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	\$ 700,000	\$ -	\$ -	Special Condition: The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of improvements by location, as confirmed by the District 11 Supervisor. We are recommending a multi-phase allocation given strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, the short duration of the planning phase, and the relatively straightforward design of similar improvements at multiple locations.
27	SFCTA	West Side Network Study	\$ 250,000	\$ -	\$ -	Deliverable: Upon completion, anticipated: Winter 2025, SFCTA shall present the Final Report to the Board for approval.
28	SFCTA	AV Resource Portal	\$ 100,000	\$ -	\$ -	Special Condition: The recommended allocation is contingent upon amendment of the Citywide and Modal Planning 5YPP to reprogram \$100,000 from the AV Safety and Metrics Standards project to the subject project. See attached 5YPP amendment for details.
Ped	SFPW	Innes Avenue Sidewalk Improvements	\$ -	\$ 672,000	\$ -	
Quick-Builds	SFMTA	Vision Zero Quick-Build Implementation FY25	\$ -	\$ -	\$ 4,929,000	Special Conditions: Our recommendation is contingent upon concurrent amendment of the TNC Tax Project List to reprogram \$4,929,000 from SFMTA's FY22 Application-Based Residential Traffic Calming to the subject project. See attached TNC Tax Project List for details. Recommendation is for a multi-phase allocation given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.
TOTAL			\$ 3,650,000	\$ 672,000	\$ 4,929,000	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

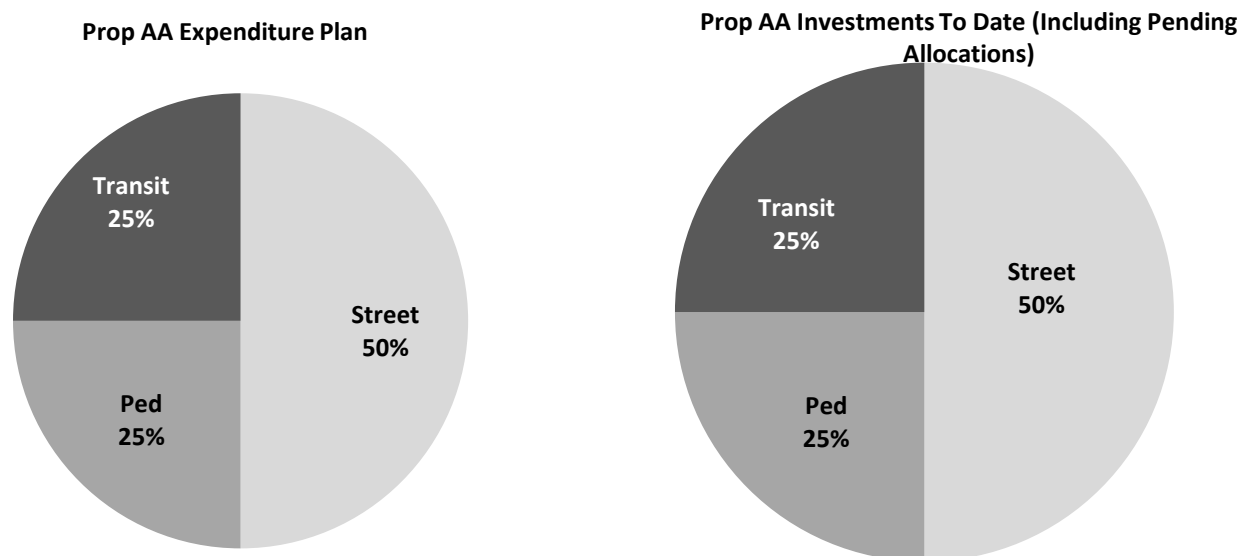
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 81,762,672	\$ 17,800,072	\$ 38,803,282	\$ 19,004,318	\$ 6,155,000	\$ -
Current Request(s)	\$ 3,650,000	\$ 733,838	\$ 1,091,162	\$ 775,000	\$ 1,050,000	\$ -
New Total Allocations	\$ 85,412,672	\$ 18,533,910	\$ 39,894,444	\$ 19,779,318	\$ 7,205,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.



PROP AA VEHICLE REGISTRATION FEE						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 3,210,572	\$ 1,891,343	\$ 1,083,172	\$ 236,057	\$ -	\$ -
Current Request(s)	\$ 672,000	\$ 168,000	\$ 504,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,882,572	\$ 2,059,343	\$ 1,587,172	\$ 236,057	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocations.



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)						
FY2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 3,493,000	\$ 1,746,500	\$ 1,266,800	\$ 479,700	\$ -	\$ -
Current Request(s)	\$ 4,929,000	\$ 1,233,000	\$ 2,464,000	\$ 1,232,000	\$ -	\$ -
New Total Allocations	\$ 8,422,000	\$ 2,979,500	\$ 3,730,800	\$ 1,232,000	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocation(s).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Maintenance of Way Track Equipment SOGR - FY25
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$2,600,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This project will support the purchase of critical track Maintenance-of-Way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident.

Detailed Scope, Project Benefits and Community Outreach

The purpose of this project is to support the purchase and replacement of track Maintenance-of-Way equipment that is used to keep the Caltrain track in a state of good repair. Purchases and/or replacements include, but are not limited to, hi-rail inspector trucks, hi-rail section trucks, repair of existing flatbed rail cars, repair of existing ballast rail cars, misc. rail carts, and other equipment attachments and small tools. Scope also includes work related to purchases and replacements such as support, installation, and inspection services.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$2,600,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Maintenance of Way Track Equipment SOGR - FY25
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2025		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Maintenance of Way Track Equipment SOGR - FY25
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$2,600,000	\$0	\$2,600,000
Federal Section 5337	\$0	\$955,255	\$0	\$955,255
State - AB664	\$0	\$245,338	\$0	\$245,338
Phases In Current Request Total:	\$0	\$3,800,593	\$0	\$3,800,593

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$3,800,593	\$2,600,000	FY2025 PCJPB Capital Budget
Operations	\$0		
Total:	\$3,800,593	\$2,600,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	20 Years

PROJECT: Maintenance of Way Track Equipment SOGR - FY25

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$3,800,593	
	Closeout		
	TOTAL	\$3,800,593	\$0

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	01/01/25	06/30/27
	Closeout	09/30/27	12/30/27

Cost Summary	FY2025	Prior Year	Future Budget	Total Request
	\$2,600,000	\$0	\$0	\$2,600,000

FY24 Funding Plan	Funding Source	Proposed
	Federal Section 5337	\$955,255
	State (AB664)	\$245,338
	Local Match JPB Member:	\$2,600,000
	San Francisco	\$2,600,000
	San Mateo	\$0
	Santa Clara	\$0
	Regional/Other	\$0
	TOTAL	\$3,800,593

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Maintenance of Way Track Equipment SOGR - FY25
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,600,000	Total PROP L Recommended	\$2,600,000

SGA Project Number:	208-911005	Name:	Maintenance of Way Track Equipment SOGR - FY25
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	03/31/2027
Phase:	Construction	Fundshare:	68.41%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-208	\$520,000	\$880,000	\$500,000	\$700,000	\$2,600,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. new hi-rail truck delivered and placed in service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- Upon project completion, provide 2-3 digital photos of completed project, including at least one photo showing the Prop L attribution sticker affixed to the new equipment (applicable to new vehicles).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	31.59%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	31.59%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Maintenance of Way Track Equipment SOGR - FY25
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,600,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
AH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Anna Hibbard
Title:	Senior Grant Analyst	Senior Grant Analyst
Phone:	(650) 508-7749	(650) 508-7749
Email:	hibbarda@samtrans.com	hibbarda@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$700,000
Supervisory District	District 11

REQUEST

Brief Project Description

The requested Neighborhood Transportation Program (NTP) funds will be used to plan, design and construct traffic calming and sideshow deterrence measures at various District 11 locations. SFMTA and the District 11 Commissioner's Office will select locations from the attached preliminary list based on review by SFMTA engineers, Muni, and the San Francisco Fire Department. Staff will work with the District 11 Commissioner's Office to prioritize locations to fit within the available funding, which is expected to fund approximately 27 traffic calming and 10 sideshow deterrence locations.

Detailed Scope, Project Benefits and Community Outreach

SFMTA requests an allocation of \$700,000 in Prop L Neighborhood Transportation Program (NTP) funds for District 11 Traffic Calming and Sideshow Deterrence. This request will cover Planning, Design and Construction of various traffic calming and sideshow deterrence measures in District 11.

The goal of proactive traffic calming and sideshow deterrence being undertaken in District 11 is to keep local streets safe for pedestrians and bicyclists, by preempting speeding and cut-through traffic on local neighborhood streets and reducing the incidence of illegal exhibition driving activity. Speed reduction also reduces the severity of injury from a collision. This request will cover implementation of traffic calming measures including speed humps, speed cushions, speed tables, and raised (asphalt) crosswalks, and sideshow deterrence measures including centerline and corner hardening with rubber speed humps, delineator posts, and botts dots.

Prioritization of locations for the District 11 Traffic Calming and Sideshow Deterrence will be determined through ongoing public engagement conducted by the District 11 Commissioner's Office and input from SFMTA and the San Francisco Police Department. The final scope of locations will be determined and approved through on-going discussions with the District 11 Commissioner's office, SFMTA staff (both for streets and transit impacts), and the San Francisco Fire Department where applicable. When the list of locations is finalized, it will be submitted to the Transportation Authority.

Due to the nature of traffic calming and sideshow deterrence, which consists of work at multiple, independent locations, design and construction phases can and most often do occur concurrently,

therefore SFMTA expects to begin construction on some locations prior to finishing design at others.

Scope includes:

Task 1: Develop List of Locations

- Task 1.1: Create Preliminary List of Traffic Calming and Sideshow Deterrence Locations
- Task 1.2: Create Map of Preliminary Locations
- Task 1.3: In-reach with SFMTA engineers, Muni, and SFPD (and District 11, if necessary)
- Task 1.4: Finalize List of Traffic Calming and Sideshow Deterrence Locations

Task 2: Traffic Calming Measures

- Task 2.1: Evaluate locations
- Task 2.2: Legislative packet creation
- Task 2.3: In-reach to City partners
- Task 2.4: Legislation (Pre-Staff -> TASC -> Engineering Public Hearing)
- Task 2.5: Package legislated improvements for implementation by SFPW Operations or Job Order Contractor (if applicable)

Task 3: Sideshow Deterrence Measures

- Task 3.1: Evaluate locations
- Task 3.2: Legislative Packet Creation
- Task 3.3: In-reach to City partners
- Task 3.4: Legislation
- Task 3.5: Draft, review, and submit Work Orders to SFMTA Shops for implementation

Task 4: Computer Aided Design (CAD)

- Task 4.1 Striping drawings - Revision Zeros (base striping drawings, where needed) and addition of traffic calming and sideshow deterrence to striping drawings

Task 5: Project Administration and Construction Support

- Task 5.1: Tracking & Coordination
- Task 5.2: Quarterly project updates
- Task 5.4: SFPW Construction Support
- Task 5.3: Job Order Contract Administration and Construction Support (if applicable)

The Transportation Authority's NTP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Various District 11 locations

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Given strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, the short duration of the planning phase, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of planning, design, and construction funds.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$700,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2025	Oct-Nov-Dec	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2026	Jul-Aug-Sep	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

Legislation for all project elements is included in the design phase for this project and will include public hearings for projects that require them per the SFMTA’s standard processes; this will serve as the opportunity for community input as these projects are approved.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

PLANNING PHASE - BUDGET SUMMARY						
Agency	Task 1	Task 2	Task 3	Task 4	Task 5	Total
SFMTA	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Sr. Engineer (5211)	10	\$ 111.72	\$ 0.71	\$ 282.99	0.005	\$ 2,830
Engineer (5241)	120	\$ 96.54	\$ 0.71	\$ 246.66	0.058	\$ 29,599
Associate Engineer (5207)	80	\$ 84.97	\$ 0.71	\$ 218.98	0.038	\$ 17,518
Total	210				0.101	\$ 49,948

DESIGN PHASE - BUDGET SUMMARY BY MAJOR LINE ITEM			TOTAL LABOR COST BY AGENCY	
Budget Line Item	Totals	% of phase	SFMTA	
1. Total Labor	\$ 100,000		\$	100,000
3. Other Direct Costs *	\$ -		TOTAL	\$ 100,000
4. Contingency	\$ -	0%		
TOTAL PHASE	\$ 100,000			

* e.g. PUC costs

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

CONSTRUCTION PHASE - BUDGET SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of Total	SFPW	SFMTA
1. Traffic Calming				
Speed Hump/Cushion (27)	\$ 432,000	79%	\$ 432,000	\$ -
Paint & Signs (27)	\$ 54,000	10%	\$ -	\$ 54,000
Subtotal	\$ 486,000	88%	\$ 432,000	\$ 54,000
2. Sideshow Deterrence		0%		
Rubber Speed Hump (40)	\$ 20,000	4%	\$ -	\$ 20,000
Delineator Post (25)	\$ 12,500	2%	\$ -	\$ 12,500
Botts Dots Matrix (10)	\$ 2,500	0%	\$ -	\$ 2,500
Subtotal	\$ 35,000	6%	\$ -	\$ 35,000
Construction Management/Support	\$ 20,000	4%	\$ -	\$ 20,000
Contingency	\$ 9,000	2%	\$ -	\$ 9,000
TOTAL CONSTRUCTION PHASE	\$ 550,000		\$ 432,000	\$ 118,000

Assumptions: 27 traffic calming devices and 10 sideshow deterrence intersections

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$700,000	\$0	\$0	\$700,000
Phases In Current Request Total:	\$700,000	\$0	\$0	\$700,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$50,000	\$50,000	Engineer's estimate; recent experience
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$100,000	\$100,000	Engineer's estimate; recent experience
Construction	\$550,000	\$550,000	Engineer's estimate; recent experience
Operations	\$0		
Total:	\$700,000	\$700,000	

% Complete of Design:	0.0%
As of Date:	11/07/2024
Expected Useful Life:	25 Years

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$700,000	Total PROP L Recommended	\$700,000

SGA Project Number:		Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-225	\$20,000	\$30,000	\$50,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- Task 1.2: Upon completion (anticipated by September 2025), provide finalized list and map of Traffic Calming and Sideshow Deterrence locations
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

Notes

- Progress reports will be shared with the District 11 Commissioner.

SGA Project Number:		Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2028
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-225	\$25,000	\$50,000	\$25,000	\$100,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of the design phase, provide evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar).

Notes

1. Progress reports will be shared with the District 11 Commissioner.

SGA Project Number:		Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-225	\$225,000	\$325,000	\$550,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, details of status and work completed to date by location, photos of work being performed at representative locations, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due December 2026) following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work at representative locations.

Special Conditions

1. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of improvements by location, as confirmed by the District 11 Supervisor.

Notes

1. Progress reports will be shared with the District 11 Commissioner.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 11 Traffic Calming and Sideshow Deterrence [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$700,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
DC

CONTACT INFORMATION

	Project Manager	Grants Manager
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FY25 District 11 Traffic Calming & Sideshow Deterrence [NTP] Preliminary List of Potential Locations

SFMTA Project Number 100xxxxx - PLN, DD, CON Phase

No.	Project	Location	Preliminary List from D11		Status/Comments
			Improvement	Quantity	
1	FY25 D11 NTIP Traffic Calming	Athens St, Madison St to Peru Ave (Unit block)	Speed Cushion	2	
1	FY25 D11 NTIP Traffic Calming	Athens St, Peru Ave to Valmar Terr (Unit block)	Speed Cushion	1	
2	FY25 D11 NTIP Traffic Calming	Cambridge St, Pioche St to Silliman St (200 block)	Speed Cushion	1	
3	FY25 D11 NTIP Traffic Calming	Congdon St, Trumbull St to Ney St (100 block)	Speed Cushion	1	
5	FY25 D11 NTIP Traffic Calming	Edinburgh St, Silver Ave to Peru St (Unit block)	Speed Cushion	2	
4	FY25 D11 NTIP Traffic Calming	Edinburgh St, Russia Ave to France Ave (600 block)	Speed Cushion	2	
7	FY25 D11 NTIP Traffic Calming	Grafton Ave, Granada Ave to Miramar Ave (400 block)	Speed Cushion	1	
6	FY25 D11 NTIP Traffic Calming	Grafton Ave, Faxon Ave to Jules Ave (700 block)	Speed Cushion	1	
8	FY25 D11 NTIP Traffic Calming	Harold Ave, Bruce Ave to Ocean Ave (200 block)	Speed Cushion	1	
9	FY25 D11 NTIP Traffic Calming	Italy Ave, Madrid St to Edinburgh St (400 block)	Speed Cushion	1	
10	FY25 D11 NTIP Traffic Calming	Lisbon St, Italy Ave to Amazon Ave (700 block)	Speed Cushion	2	
11	FY25 D11 NTIP Traffic Calming	London St, France Ave to Italy Ave (600 block)	Speed Cushion	2	
12	FY25 D11 NTIP Traffic Calming	Maynard St, Gladstone Dr to Trumbull St (300 block)	Speed Cushion	1	
13	FY25 D11 NTIP Traffic Calming	Plymouth Ave, Lakeview Ave to Grafton Ave (900 block)	Speed Cushion	2	
14	FY25 D11 NTIP Traffic Calming	Sargent St, Ramsell St to Arch St (400 block)	Speed Cushion	1	
15	FY25 D11 NTIP Traffic Calming	Silliman St, Oxford St to Harvard St (1500 block)	Speed Cushion	1	
26	FY25 D11 NTIP Traffic Calming	Silver Ave, Mission St to Lisbon St (300 block)	Speed Cushion	2	
23	FY25 D11 NTIP Traffic Calming	Silver Ave, Lisbon St to Craut St (400 block)	Speed Cushion	1	
19	FY25 D11 NTIP Traffic Calming	Silver Ave, Craut St to Madrid St (400 block)	Speed Cushion	1	
25	FY25 D11 NTIP Traffic Calming	Silver Ave, Madrid St to Edinburgh St (400 block)	Speed Cushion	1	
20	FY25 D11 NTIP Traffic Calming	Silver Ave, Edinburgh St to Congdon St (400 block)	Speed Cushion	1	
18	FY25 D11 NTIP Traffic Calming	Silver Ave, Congdon St to Naples St (500 block)	Speed Cushion	1	
27	FY25 D11 NTIP Traffic Calming	Silver Ave, Naples St to Vienna St (500 block)	Speed Cushion	1	
29	FY25 D11 NTIP Traffic Calming	Silver Ave, Vienna St to Madison St (500 block)	Speed Cushion	1	
24	FY25 D11 NTIP Traffic Calming	Silver Ave, Madison St to Gambier St (600 block)	Speed Cushion	1	
21	FY25 D11 NTIP Traffic Calming	Silver Ave, Gambier St to Harvard St (600 block)	Speed Cushion	1	
22	FY25 D11 NTIP Traffic Calming	Silver Ave, Harvard St to Oxford St (700 block)	Speed Cushion	1	
28	FY25 D11 NTIP Traffic Calming	Silver Ave, Oxford St to Cambridge St (700 block)	Speed Cushion	1	
17	FY25 D11 NTIP Traffic Calming	Silver Ave, Cambridge St to Yale St (800 block)	Speed Cushion	1	
30	FY25 D11 NTIP Traffic Calming	Silver Ave, Yale St to Amherst St (800 block)	Speed Cushion	1	
16	FY25 D11 NTIP Traffic Calming	Silver Ave, Amherst St to Princeton St (900 block)	Speed Cushion	1	
31	FY25 D11 NTIP Traffic Calming	South Hill Blvd, Munich St to Prague St (Unit block)	Speed Cushion	1	
32	FY25 D11 NTIP Traffic Calming	South Hill Blvd, Prague St to Rolph St/Winding Way (Unit block)	Speed Cushion	1	
33	FY25 D11 NTIP Traffic Calming	South Hill Blvd, Toyon Ln to Canyon Dr (200 block)	Speed Cushion	1	
34	FY25 D11 NTIP Traffic Calming	Thrift St, Plymouth Ave to Capitol Ave (100 block)	Speed Cushion	2	
35	FY25 D11 NTIP Traffic Calming	Victoria St, Garfield St to Holloway Ave (500 block)	Speed Cushion	2	
1	FY25 D11 NTIP Sideshow Deterrence	Geneva Ave and Mission St	Centerline Hardening w/Rubber Humps	4	
2	FY25 D11 NTIP Sideshow Deterrence	Geneva Ave and Naples St	Centerline Hardening w/Rubber Humps	4	
3	FY25 D11 NTIP Sideshow Deterrence	Alemanly Blvd and Silver Ave	Centerline Hardening w/Rubber Humps	4	
4	FY25 D11 NTIP Sideshow Deterrence	Alemanly Blvd and Ocean Ave	Centerline Hardening w/Rubber Humps	4	
5	FY25 D11 NTIP Sideshow Deterrence	Excelsior Ave and Naples St	Centerline Hardening w/Rubber Humps	4	
6	FY25 D11 NTIP Sideshow Deterrence	Madrid St and Russia St	Centerline Hardening w/Rubber Humps	4	
7	FY25 D11 NTIP Sideshow Deterrence	Randolph St and Head St	Centerline Hardening w/Rubber Humps	4	
8	FY25 D11 NTIP Sideshow Deterrence	Randolph St and Victoria St	Centerline Hardening w/Rubber Humps	4	
9	FY25 D11 NTIP Sideshow Deterrence	Brazil St and Naples St	Centerline Hardening w/Rubber Humps	4	
10	FY25 D11 NTIP Sideshow Deterrence	Silver Ave and Congdon St	Centerline Hardening w/Rubber Humps	4	
11	FY25 D11 NTIP Sideshow Deterrence	Alemanly Blvd and Congdon St	Centerline Hardening w/Rubber Humps	4	
12	FY25 D11 NTIP Sideshow Deterrence	Mission St and Trumbull St	Centerline Hardening w/Rubber Humps	4	
13	FY25 D11 NTIP Sideshow Deterrence	Mission St and Castle Manor Ave/Maynard St	Centerline Hardening w/Rubber Humps	4	
14	FY25 D11 NTIP Sideshow Deterrence	Trumbull St and Craut St	Centerline Hardening w/Rubber Humps	4	

Total Speed Humps: 0

Total 3-lump Speed Cushions: 43

Total 5-lump Speed Cushions: 0

Total Raised Crosswalks: 0

Total Rubber Humps: 56

Grand Total: 99

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	West Side Network Study
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Development Oriented Transportation
Current PROP L Request:	\$250,000
Supervisory Districts	District 01, District 04, District 07

REQUEST

Brief Project Description

Through the West Side Network Study, SFCTA, SF Planning, and SFMTA will analyze the expected performance of the planned multimodal west side transportation network in the context of the San Francisco Transportation Plan 2050+ expected growth scenario, and propose additional mobility solutions as needed to increase network performance. The study will result in an area-wide transportation plan and vision, informed by outreach, to support future transportation needs.

Detailed Scope, Project Benefits and Community Outreach

See attached scope

Project Location

The core study geography at project outset includes districts 1, 4, and 7 west of 19th Avenue.

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

West Side Network Study Scope

Statement of study purpose:

The purpose of the West Side Network Study is for SFCTA, San Francisco Planning Department (SF Planning), and SFMTA to analyze and share with stakeholders a narrative of the expected performance of the west side transportation network (all modes), including planned transportation projects, in the context of the of the San Francisco Transportation Plan 2050+¹ (SFTP 2050+ or SFTP+) expected growth scenario, and to propose additional mobility and policy solutions as needed to lift network performance towards achievement of citywide long-range transportation plan goals.

The West Side Network Study responds to findings from past city plans, such as the Connect SF Streets and Freeways Study and the District 4 Mobility Study, that neighborhoods in Western San Francisco experience unique transportation challenges. The West Side Network Study also seeks to respond to the expected growth on the west side, as forecast by the SF Planning Department and the SFTP+. For the west side transportation network, the study will articulate transportation performance goals and measure expected performance under future-year conditions. This information is intended for use in public engagement of SFTP+ and related studies.

For west side neighborhoods, the study will result in an area-wide transportation plan and vision to support future transportation needs. The study will seek to identify specific areas of need and additional projects to address those needs.

Tasks

1. Plan Review

- a. Review existing plans and findings from recent outreach to compile list of known needs
- b. Compile list of ongoing transportation projects (e.g., brief scope, schedule, status); Differentiate between projects which are funded vs. planned/expected vs need project development)

Deliverables:

- *Plan Review Memo including (SFCTA)*
 - *List of known needs*
 - *List of ongoing or planned transportation projects*
 - *Map of ongoing or planned transportation projects*

¹ SFTP 2050+ is a minor update to the SFTP 2050 (December 2022)

2. Goals Framework

- a. Define a framework of goals and metrics, assumed to be identical to or very closely resemble what was used in ConnectSF. Framework could include additional, simple metrics with uncontroversial methodologies which measure additional west side-specific known needs (1a).

Deliverables:

- *Study Area Map (SFCTA)*
- *Goals Framework (SFCTA)*

3. Baseline and Future Network Performance

- a. Prepare scripts which extract metrics (2a) from SF-CHAMP results. Assume that corridor-level metrics will be extracted for all corridors proposed for increased housing capacity.
- b. Summarize performance of west side network² (by metrics defined in 2a): SFTP+ 2023 scenario and SFTP+ 2050 Baseline Projects

Deliverables:

- *Draft and Final SF-CHAMP results spreadsheet, maps, and documentation (SFCTA)*

4. Gaps Assessment

- a. Identify any new needs revealed from task 3 analysis
- b. At a conceptual level, map known needs into planned projects to identify any gaps or unaddressed needs.

Deliverables:

- *Needs, Projects, and Gaps Mapping matrix (SFCTA)*

5. Stakeholder Outreach

Two rounds of outreach anticipated to share findings with the community, both carried out by separate but coordinated study teams (eg SFTP+ and Planning Department Expanding Housing Choice)

This study will Develop public materials which answer key questions being raised in the community: *How will the network handle future growth? What is the city doing to ensure that the transportation system works well in the future? Outreach will ask: What additional needs does the community identify?*

² Westside geography as defined by SFMTA's previous "West Side Strategy"

- a. Round 1 will be conducted through the SFTP+ (anticipated Spring 2025).
Questions to be asked: *What identified west side needs should be prioritized?*
Are there additional needs which we missed?
 - i. West Side provides: Summarized SF-CHAMP results for 2023 and 2050 measuring west side goals; Summarized SF-CHAMP 2023 and 2050 corridor-level metrics for corridors proposed for increased housing capacity. (task 3 deliverables)
 - ii. West Side provides: Shared messaging across PD, SFMTA, SFCTA, about the expected performance of the transportation system in 2050 and SF's proactive approach to identifying and addressing needs (builds on task 3 and 4 deliverables)
- b. Round 2 will be conducted through the SFTP+ (takes place after Task 6) Goal of Round 2 outreach for west side is to inform project development next-steps for individual solutions and inform a preliminary prioritization of solutions:
 - i. West Side provides: Materials to communicate proposed mid-term solutions (6a).
 - ii. West Side provides: Shared messaging across PD, SFMTA, SFCTA, about how individual solutions are intended to improve the expected performance of the transportation system and address known west side needs

Deliverables:

- *Interagency west side messaging document (round 1)*³
- *Revised interagency west side messaging document (round 2)*

6. Solutions Development

- a. Develop mid-term (10-15 year) solutions prioritizing any identified gaps (Task 4). Solutions may be capital projects, operational services, or programs (such as TDM). Solutions will be developed only for the “west side” geography. Each proposed solution should include a “project description packet” which describes what is being proposed; which gaps/needs the project is intended to address; RoM cost estimates; an evaluation plan; identified next steps for project development, including implementation strategies (funding and priority development strategies next steps).
- b. For each proposed solution, assess how the solution would affect performance measures in the goals framework (Task 1)

Deliverables:

- *List of 5-15 mid-term solutions (SFMTA, with SFCTA support and input)*
- *Project Description Packet for each potential solution (SFMTA)*

³ Outreach materials (Presentations, webpage, FAQ/messaging document) and multi-lingual events for both Rounds will be coordinated with and implemented through SFTP 2050+

- *Revised Needs and Projects Mapping Matrix including new potential solutions (SFCTA)*

7. Draft and Final Report (SFCTA)

Produce a final report and present it to the SFCTA Board for approval.

Deliverables:

- *Final Report*

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$250,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	West Side Network Study
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Task 1 - Plan Review December--> January 2025

Task 2 - Goals Framework December --> January 2025

Task 3 - Baseline Future-Year Westside Network Performance December 2024--> March 2025

Task 4 - Gaps Assessment December 2024 --> April 2025

Task 5 - Stakeholder Outreach; Round 1 in May 2025; Round 2 in Fall 2025

Task 6 - Solution Development April 2025 --> September 2025

Task 7 - Final Report; Winter 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	West Side Network Study
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-227: Development Oriented Transportation	\$0	\$250,000	\$0	\$250,000
	\$0	\$0	\$0	\$0
Phases In Current Request Total:	\$0	\$250,000	\$0	\$250,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000	\$250,000	build-up budget
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$250,000	\$250,000	

% Complete of Design:	0.0%
As of Date:	10/25/2024
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET - WEST SIDE NETWORK								
BUDGET SUMMARY - PLANNING								
Agency	Task 1 - Plan Review	Task 2 - Goals Framework	Task 3 - Baseline Future Newtork Performance	Task 4 - Gaps Assessment	Task 5 - Stakeholder Outreach	Task 6 - Solutions Development	Task 7 - Final Report	Total
SFMTA	\$ 6,414	\$ 3,200	\$ 917	\$ 6,656	\$ 11,093	\$ 87,948	\$ 4,216	\$ 120,444
SFCTA	\$ 11,115	\$ 4,768	\$ 14,998	\$ 9,432	\$ 17,561	\$ 25,886	\$ 11,510	\$ 95,270
SF Planning	\$ 2,030	\$ 2,106	\$ 812	\$ 2,673	\$ 6,678	\$ 4,863	\$ 3,892	\$ 23,054
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,232
Total	\$ 19,559	\$ 10,074	\$ 16,727	\$ 18,761	\$ 35,332	\$ 118,697	\$ 19,618	\$ 250,000

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5207 Associate Engineer (Streets)	40	\$ 84.97	2.58	\$218.98	0.02	\$ 8,759
5241 Engineer (Streets)	85	\$ 96.54	2.56	\$246.66	0.04	\$ 20,966
5289 TP III (Transit Planning)	160	\$ 72.08	3.18	\$229.24	0.08	\$ 36,678
5290 TP IV (Streets Planning)	124	\$ 85.45	2.58	\$220.13	0.06	\$ 27,296
5502 Project Manager I	45	\$ 95.90	3.11	\$298.69	0.02	\$ 13,441
9182 Manager VIII (Streets Planning)	35	\$ 150.55	2.52	\$380.10	0.02	\$ 13,303
Total	489.00					\$ 120,444

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Planner	246	\$ 67.12	2.42	\$ 162.25	0.12	\$ 39,914
Intern	132	\$ 28.00	2.42	\$ 67.68	0.06	\$ 8,934
Principal Transportation Modeler	118	\$ 85.67	2.42	\$ 207.07	0.06	\$ 24,434
Deputy Director	38	\$ 106.56	2.42	\$ 257.58	0.02	\$ 9,788
Senior Graphic Designer	96	\$ 52.58	2.42	\$ 127.09	0.05	\$ 12,201
Total	630.00					\$ 95,270

SF Planning	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Planner III	72	\$ 71.56	2.84	\$ 203.02	0.03	\$ 14,617
Planner IV	13	\$ 84.84	2.84	\$ 240.69	0.01	\$ 3,129
Comms Specialist	16	\$ 66.71	2.84	\$ 189.26	0.01	\$ 3,028
Division Director	7	\$ 114.80	2.84	\$ 325.69	0.00	\$ 2,280
Total	108.00					\$ 23,054

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	West Side Network Study
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$250,000	Total PROP L Recommended	\$250,000

SGA Project Number:		Name:	Westside Network Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-227	\$150,000	\$100,000	\$250,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule.
2. Upon completion of Task 1: Plan Review (anticipated: January 2025), provide the Plan Review Memo.
3. Upon completion of Task 2: Goals Framework (anticipated: January 2025), provide the Study Area Map and Goals Framework.
4. Upon completion of Task 3: Baseline Future-Year Westside Network Performance November (anticipated: March 2024), provide the Final SF-CHAMP results spreadsheet, maps, and documentation.
5. Upon completion of Task 4: Gaps Assessment (anticipated: April 2025), provide the Needs, Projects, and Gaps Mapping matrix.
6. Upon completion of Task 5: Stakeholder Outreach (anticipated: Fall 2025), provide the Revised interagency west side messaging document (round 2).
7. Upon completion of Task 6: Solutions Development (anticipated: September 2025), provide the Revised Needs and Projects Mapping Matrix including new potential solutions.
8. Upon completion of Task 7: Draft and Final Report (anticipated: Winter 2025), SFCTA shall present the Final Report to the Board for approval.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Development Oriented Transportation 5YPP. See attached 5YPP amendment for details.

Notes
1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	West Side Network Study
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$250,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

EL

CONTACT INFORMATION

	Project Manager	Grants Manager
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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	AV Resource Portal
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Citywide and Modal Planning
Current PROP L Request:	\$100,000
Supervisory District	Citywide

REQUEST

Brief Project Description

San Francisco is one of the primary hubs of autonomous vehicle (AV) deployment. There is a great interest nationally and internationally, and utility in developing resources that facilitate the dissemination of AV on-the-ground activities and policy initiatives. The AV Resource Portal Project is a joint effort by the SFCTA and SFMTA that aims to provide a one-stop online resource for information about AV legislation, permitting, and data incorporating all local, state and federal publicly available sources, affecting San Francisco and beyond.

Detailed Scope, Project Benefits and Community Outreach

The Autonomous Vehicle (AV) Resource Portal will be a public resource accessible via a “microsite” / sub-website within SFCTA’s main website, but branded as a joint SFCTA-SFMTA effort. Information will be assembled by SFCTA and SFMTA staff, and published/updated by SFCTA on a quarterly basis.

Primary deliverable: Webpage hosted by SFCTA and updated quarterly. The project team will provide an update to the Board on the completion of the overall AV Resource Portal Project.

Contents

1. Data dashboard: interactive visualization of publicly available AV data and local sources
2. Permit overview: current and historic AV permit information
3. Regulation resources: current and developing AV regulations
4. Research portal: curated links to independent AV research

Task 1. AV Resource Dashboard

Task 1A

The first element of the AV dashboard will provide an overview of publicly available AV data in California, with a focus on San Francisco. It will include, at a minimum, data from the California Department of Motor Vehicles (DMV), the California Public Utilities Commission (CPUC) and the National Highway Traffic Safety Administration (NHTSA), and data reported to 311. The data available from these agencies includes information on vehicle miles traveled (VMT), collisions, and

disengagements. Examples of data to be included in the Data Dashboard include:

1. VMT by company, location, permit type, permitting authority, phase of passenger service
2. Collisions by company, location, permit type, permitting authority, presence or absence of a safety driver, phase of passenger service, severity
3. Disengagements by company, location, permit type, presence or absence of a safety driver, cause
4. 311 reports

The overview will note what data is reported to regulators and where it may be redacted/missing or otherwise not made available for public reporting.

Key activities:

1. Catalog existing publicly available data sources, and their capabilities and constraints and design dashboard displays
2. Develop a process for retrieving new public reports and integrating the relevant data into the dashboard
3. Quarterly updates of the dashboard incorporating the most recent public data

Preliminary Deliverables:

1. SFCTA will compile, at the onset of the project, a representative sample of all the publicly available data for review and discussion with SFMTA
2. SFCTA will compile a quarterly report of public data, following agreed upon templates. Roughly, the reports (four in total) will be due in April, July and October of 2025, and January of 2026

Final Deliverable: Within the AV dashboard webpage (part of the microsite), functional displays for information on AV VMT, collisions, and disengagements.

Task 1B

The second element of the AV dashboard will incorporate additional local incident data sources compiled and synthesized by SFMTA. These sources include:

1. 911 calls related to AVs
2. Emergency responder reports of interactions with AVs
3. Muni operator reports of incidents involving AVs

SFMTA will develop these datasets and provide them to SFCTA. SFCTA and SFMTA will design the dashboard displays.

Key activities:

1. Catalog existing local AV incident data sources, and their capabilities and constraints and design dashboard displays
2. Develop a process for retrieving local data and integrating the relevant data into the dashboard
3. Quarterly updates of the dashboard incorporating the most recent local data

Preliminary Deliverables:

1. SFMTA will provide SFCTA, at the onset of the project, a representative sample of the data it collects on local AV incidents (911, emergency responder, Muni operator, etc) and describe the associated processes of collection and curation with such data set
2. SFMTA will submit to SFCTA a quarterly local incident data report, following agreed upon templates and schedule. Roughly, the reports (four in total) will be due in April, July and October of 2025, and January of 2026.

Final Deliverable: Within the SF AV dashboard webpage (part of the microsite), functional displays for information on local incident data as reported by 911, emergency responders, and Muni operators, among others.

Task 2. San Francisco AV Permits Overview

The SF AV Permit Overview will provide information describing current and historical permits for AV companies operating in California. This will include information on the permitting authority (DMV and/or CPUC), permit type (with a safety driver vs driverless; testing vs deployment), status (awarded, pending) and Operational Design Domain (ODD) of the permits including location, authorized operating speed (up to), weather conditions, times of day, and fleet size.

Key activities:

1. Identify permitting agencies, locations of information about current and historical permits.
2. Synthesize permit information into a text and visual overview. Identify web pages, mailing lists, or other sources of alerts to changes in permits and develop a monitoring/update plan.

Deliverable: A San Francisco AV Permits Overview webpage (part of the microsite) and subsequent quarterly updates

Task 3. AV Regulation Resources

The AV Regulation Resources page will provide information on the regulatory agencies that have oversight of AVs in California. It will provide information on the regulatory authority of each agency, their adopted regulations, and proposed regulations as well as San Francisco's input to regulatory policy proceedings. This page will also provide information on legislative initiatives to regulate AVs. The AV Regulation Resources page will focus on laws and regulations that govern AVs in San Francisco, but will also provide other related resources that may include regulations in other states or countries, comparative analyses of regulatory approaches, and proposed regulatory approaches. A significant task within this section will be to develop and maintain a synthesis of existing CPUC regulations. CPUC regulations are developed through a series of "Decisions" and rulings which may update previous Decisions in part or in whole, but are not consolidated into a living source describing complete current regulations. Currently, interested individuals must read all CPUC Decisions to understand the status of active and completed rulemakings.

Key activities:

1. Identify regulations pertaining to AVs at NHTSA, DMV, CPUC, and in the California codes.
2. Compile hyperlinks and download digital backups. Identify web pages, mailing lists, or other sources of alerts to changes in permits and develop a monitoring/update plan.
3. Compile synthesized CPUC regulation doc from decisions.

Deliverables:

1. An AV Regulation Resources webpage with links to current and proposed regulations governing AVs in San Francisco
2. An updated AV Regulation Resources webpage that includes a synthesis of existing CPUC regulations from CPUC Decisions

Task 4. AV Research Portal

The Research Portal will provide curated links to independent, high-quality research on AVs. The research will be curated for topical relevance, focusing on issues of interest to the San Francisco public, agencies, and decision makers, like evaluations of AV safety or operational impacts. The research will also be screened for quality and independence.

Key activities: Identify research topics to include (for example, empirical evaluations of AV safety), develop criteria for including a research article, identify journals and other sources to monitor for new research, develop a quarterly research monitoring plan. .

Deliverable: An AV Research Portal webpage (part of the microsite) with curated links to AV research.

San Francisco

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount

Justification for Necessary Amendment

This request includes an amendment to the Prop L Citywide and Modal Planning 5YPP to reprogram funds from the AV Safety and Metrics Standards project to the subject project. Initially, the funds were designated for the development of AV safety metrics and standards to inform regulators, San Francisco policy-makers and other stakeholders about appropriate AV safety metrics and performance standards to guide AV safety analysis and deployment policies (permitting). However, SFCTA staff determined that the creation of the AV Resource Portal is a higher priority for these funds. The portal also accomplishes an informational role pertaining to AV operations and safety performance, and may serve as a foundation for further development of AV safety metrics and standards.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	AV Resource Portal
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2025	Apr-May-Jun	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

See schedule details attached.

Schedule

Table 1: Schedule by task

Task	Task Name	Jan-Mar 2025	Apr-Jun 2025	Jul-Sep 2025	Oct-Dec 2025	Jan Mar 2026
Task 1	AV Dashboard					
Task 2	AV Permit Overview					
Task 3	AV Regulation Resources					
Task 4	AV Research Portal					
	Content design and development					
	Live website and updates					

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	AV Resource Portal
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$0	\$100,000	\$0	\$100,000
CMA Funds (STP3%)	\$28,096	\$0	\$0	\$28,096
Phases In Current Request Total:	\$28,096	\$100,000	\$0	\$128,096

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$128,096	\$100,000	SFCTA Budget Calculations
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$128,096	\$100,000	

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	AV Resource Portal
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$100,000	Total PROP L Recommended	\$100,000

SGA Project Number:		Name:	AV Resource Portal
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	78.07%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-228	\$43,838	\$56,162	\$100,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion, SFCTA shall present the AV Resource Portal webpage and the dashboard, permits overview, regulation resources, and research portal to the Board and CAC.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Citywide/Modal Planning 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	21.93%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	21.93%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	AV Resource Portal
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JPV

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jean Paul Velez	Anna LaForte
Title:	Principal Transportation Planner, Technology Policy	Deputy Director for Policy & Programming
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Email:	jean.paul@sfcta.org	anna.laforte@sfcta.org

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Innes Avenue Sidewalk Improvements
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	\$672,000
Supervisory District	District 10

REQUEST

Brief Project Description

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.

Detailed Scope, Project Benefits and Community Outreach

During the storm events in October 2021, 2 cubic yards of rocks and debris fell across the public right-of-way along the south side of Innes Ave and into the parking lane. This project, located in an Equity Priority Community, will provide pedestrians with a more complete and safe connection between the Bayview and Hunters Point neighborhoods. There are long segments without sidewalks, and rockslides pose a risk to pedestrians and motorists in the area. The recently completed Arelious Walker stairwell provides connectivity between Innes-adjacent housing projects, and the new sidewalk and curb ramp replacement scope provides a complete pedestrian safety and connectivity improvement in the neighborhood.

The proposed project will construct nearly 450 linear feet of new sidewalk, install 6 ADA compliant curb ramps, and install 400 feet of new safety rockslide catchment fence to improve safety and accessibility along the corridor.

The area is seeing significant new development, including the adjacent India Basin Development that will bring approximately 394 subsidized affordable homes to the area. Improving conditions for people walking and addressing safety and accessibility issues will bring significant benefit to this area of San Francisco.

The Innes Avenue project limits include 3 bus stops along the 19 Polk Muni Line which provide a direct route to several schools, including the nearby Malcolm X Academy. Access to these bus stops will be significantly enhanced by the addition of missing ADA curb ramps and sidewalk. Additionally, the sidewalk replacement scope at bus stops will provide opportunities to assess bus ramp deployment areas and re-configure and re-grade as needed to further improve accessibility.

This project will be coordinated with Public Works' Infill Sidewalks in the Bayview project. The Bayview project was recommended for funding by San Francisco's Capital Planning Committee in 2021 to install new or upgrade deficient sidewalks in and around the Bayview, improving pedestrian safety around schools, transit stops, and other community or business resources.

Project Location

Innes Ave from Arelious Walker to Donahue Street

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP AA Amount	\$672,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Innes Avenue Sidewalk Improvements
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2024
Advertise Construction	Oct-Nov-Dec	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2025		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Innes Avenue Sidewalk Improvements
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$672,000	\$0	\$672,000
Certificate of Participation	\$0	\$100,000	\$0	\$100,000
General Fund	\$0	\$100	\$0	\$100
Phases In Current Request Total:	\$0	\$772,100	\$0	\$772,100

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$672,000	\$179,000	\$851,000
Certificate of Participation	\$0	\$100,000	\$0	\$100,000
General Fund	\$0	\$100	\$5,000	\$5,100
Funding Plan for Entire Project Total:	\$0	\$772,100	\$184,000	\$956,100

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$5,000		Actual cost
Right of Way	\$0		
Design Engineering	\$179,000		Actual cost
Construction	\$772,100	\$672,000	Engineer's estimate
Operations	\$0		
Total:	\$956,100	\$672,000	

% Complete of Design:	100.0%
As of Date:	09/30/2024
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop L/Prop AA/ TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET - INNES AVENUE SIDEWALK IMPROVEMENTS

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Traffic Control/ Pavement Markings	\$ 112,200				\$ 112,200
Asphalt Concrete	\$ 24,300				\$ 24,300
Concrete Base/Pavement	\$ 96,916				\$ 96,916
Concrete Sidewalk	\$ 65,466				\$ 65,466
Concrete Curb	\$ 72,030				\$ 72,030
Pull Box/Adjust Manhole	\$ 5,200				\$ 5,200
Tree Protection	\$ 3,000				\$ 3,000
Drainage Work	\$ 34,650				\$ 34,650
Mobilization/Demobilization	\$ 75,000				\$ 75,000
Subtotal	\$ 488,762				\$ 488,762
2. Construction Management/Support	\$ 235,000	48%	\$ 235,000		\$ -
3. Contingency	\$ 48,338	10%			\$ 48,338
TOTAL CONSTRUCTION PHASE	\$ 772,100		\$ 235,000	\$ -	\$ 537,100

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Innes Avenue Sidewalk Improvements
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$672,000	Total PROP AA Recommended	\$672,000

SGA Project Number:	725-208064	Name:	Innes Avenue Sidewalk Improvements
Sponsor:	Department of Public Works	Expiration Date:	03/31/2027
Phase:	Construction	Fundshare:	87.04%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP AA EP-702	\$168,000	\$504,000	\$672,000

Deliverables

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

2. With the first QPR (April 2025) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Notes

1. SFPW requested that the Transportation Authority waive the Prop AA policy that prohibits the advertisement of services/contracts funded with Prop AA prior to allocation of funds by the Transportation Authority Board for the construction of the Innes Avenue Sidewalk Improvements project in order to address a public safety concern on the Innes Avenue hillside as soon as possible. On October 10, 2024, Transportation Authority staff granted permission to advertise at-risk and noted that such a waiver does not presume a positive Board action and is not a guarantee of Prop AA funds.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	12.96%	No TNC TAX	No PROP L
Actual Leveraging - This Project	10.99%	No TNC TAX	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Innes Avenue Sidewalk Improvements
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$672,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Therese Topacio	Victoria Chan
Title:	Project Manager	Budget Manager
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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Quick Builds
Current TNC TAX Request:	\$4,929,000
Supervisory District	Citywide

REQUEST

Brief Project Description

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. This request is for funding to implement safety improvements on 8 corridors and programmatic spot improvements at locations on the High Injury Network.

Detailed Scope, Project Benefits and Community Outreach

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. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on San Francisco's High Injury Network. The allocation request supports the implementation of the program as described below. Planned safety improvements include traffic control measures such as protected bikeways, signal modifications, painted safety zones, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes.

Corridor Projects:

- BASIP Quick-Build (Brotherhood Way, Alemany Boulevard, Sagamore Street Improvement Project)
- Bayview Quick-Build (Evans Avenue, Hunters Point Boulevard, Innes Avenue)
- Glen Park Quick-Build (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)
- Cesar Chavez Street, Pennsylvania Avenue to Illinois Street

- The Embarcadero, Bay Street to Chestnut Street
- Jefferson Street, Hyde Street to Powell Street
- Mission Bay Boulevard, 7th Street to 4th Street
- Point Lobos Avenue, 48th Avenue to Balboa Street

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through Quarterly Progress Updates to the Transportation Authority.

Programmatic Spot Improvements:

Spot improvements include intersection and midblock improvements not yet identified as part of the Vision Zero Quick-Build Program, but to be implemented over the next 12-months in any and all supervisorial districts. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and San Francisco Public Works crews. SFMTA will target high crash locations on the High Injury Network. Intersection improvements include paint, signs, minor signal modifications and timing updates, plastic delineators, traffic calming devices, meter placement, concrete for boarding islands, and minor pavement improvements.

Outreach and Communications Support:

Community outreach and engagement is a crucial component of the Vision Zero Quick-Build program. As projects typically follow an expedited timeline, it is important to ensure that each project is appropriate and responsive to community needs. The low-cost, easily adjustable nature of quick-build improvements also allows the SFMTA to modify project designs based on public input without waiting on the implementation of larger streetscape elements.

In order to collect feedback from a wide range of sources that are representative of the community, project teams employ a number of methods to maximize outreach and engagement:

- **Stakeholder meetings and site visits:** Once a project corridor has been identified, staff work directly with members of the community to address their questions and concerns. Staff often conduct door-to-door site visits along the corridor and host stakeholder meetings to gather feedback. In-language ambassadors may also support this work by providing translation services during site visits or stakeholder meetings.
- **Community events:** As part of the outreach phase, project teams hold open houses and public hearings to provide information on project specifics and collect comments and questions from the public. In order to make these events more accessible, open houses and public hearings are often held at an on-site location in the community or a virtual open house accessible at all hours for a multiple week duration. The events are promoted using multichannel marketing and translated materials are provided as needed.

- **Public awareness:** Each project has an associated webpage on the SFMTA website that includes background information about the project and relevant reports and documents. Members of the public are invited to sign up for further email updates about the project on the webpage, as well as in-person meetings and events. Prior to holding community events, project teams and in-language ambassadors conduct on-site visits and issue public notices using mailers, posted flyers, and social media campaigns to boost awareness. In addition to these activities, a public relations officer may also assist with blog posts, press releases, and strategic communications to elected officials, stakeholder groups, and news outlets.
- **Monthly updates:** Every month, the Vision Zero Quick-Build program circulates a newsletter describing progress updates and news on various projects. The newsletter is circulated to SFMTA staff, city government agencies, community advocacy groups, and other external stakeholders.

Through the methods outlined above, Vision Zero Quick-Build projects are tailored to the communities in which they are implemented. Public outreach and engagement activities allow us to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may affect stakeholders, inform the public of progress and milestones, and more.

Program Management and Administration:

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal stakeholders, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves managing a portfolio of quick-build projects by tracking the progress, status, and timeline of individual implementation projects, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

Project Location

Various locations citywide

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount

Justification for Necessary Amendment

SFMTA is requesting all available TNC Tax revenues for this Vision Zero Quick-Build Implementation FY25 request, as the project scope the allocation seeks to fund is shovel ready. SFMTA plans to seek allocations for Application Based Traffic Calming work when sufficient additional TNC Tax revenues have been collected, expected in Spring 2025.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2025	Oct-Nov-Dec	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2025		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2027
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-602: Traffic Calming	\$4,929,000	\$0	\$0	\$4,929,000
Phases In Current Request Total:	\$4,929,000	\$0	\$0	\$4,929,000

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,521,000	\$1,521,000	Prior work
Construction	\$3,408,000	\$3,408,000	Prior work
Operations	\$0		
Total:	\$4,929,000	\$4,929,000	

% Complete of Design:	0.0%
As of Date:	10/15/2024
Expected Useful Life:	10 Years

Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below, based on specific project needs.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$9.56
2	4" Broken White or Yellow	Lin Ft	\$2.73
3	4" Solid White or Yellow	Lin Ft	\$4.80
4	6" Broken White	Lin Ft	\$3.95
5	6" Solid White	Lin Ft	\$6.00
6	8" Broken White or Yellow	Lin Ft	\$5.40
7	8" Solid White or Yellow	Lin Ft	\$7.04
8	Double Yellow	Lin Ft	\$9.41
9	Two Way Left Turn Lanes (ea line)	Lin Ft	\$6.26
10	Raised Pavement Markers (White or Yellow)	Each	\$22.01
11	Per Block Fees	Each	\$1,521.96
12	Parking Stalls (Angle Stalls or "T"'s)	Each	\$52.92
13	Bus Zones	Lin Ft	\$11.65
14	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$574.84
15	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$385.05
16	Color Curb Painting	Lin Ft	\$15.33
17	Green Sharrow Backing - thermoplastic	Sq Ft	\$24.02
18	Green/Red Lane - thermoplastic	Sq Ft	\$24.02
19	Bike box	Sq Ft	\$24.02
20	Khaki paint for Painted Safety Zones	Sq Ft	\$24.02
21	Methacrylate pavement legends	Sq Ft	\$18.25

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	4' turn restriction black & yellow raised bumps	Each	\$465.35
9	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$465.35
10	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$93.07
11	Bike Rack	Each	\$ 370.00
12	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
13	Extinguishable NTOR	Each	\$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00

Typical Unit Costs - SFPW

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Bikeway buffer median island	Lin Ft	\$65.00
2	Protected corner median island	Each	\$15,000.00



Quick-Build Tasks by Location (TNC Tax Funding Requested)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	BASIP Quick-Build (Brotherhood Way, Alemany Boulevard, Sagamore Street Improvement Project)	7, 11	Separated bikeways, pedestrian safety improvements	\$ 550,000
2	Bayview Quick-Build (Evans Avenue, Hunters Point Boulevard, Innes Avenue)	10	Traffic calming, pedestrian safety improvements, placemaking	\$ 380,000
3	Glen Park Quick-Build (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)	7, 8	Bikeways, signal timing improvements, road diet, pedestrian safety improvements	\$ 628,000
4	Cesar Chavez Street (Pennsylvania Avenue to Illinois Street)	10	Separated bikeways, pedestrian safety improvements	\$ 500,000
5	The Embarcadero (Bay Street to Chestnut Street)	3	Separated bikeways, road diet, pedestrian safety improvements, parking and loading reconfiguration	\$ 334,000
6	Jefferson Street (Hyde Street to Powell Street)	3	Pedestrian safety improvements	\$ 410,000
7	Mission Bay Boulevard (7th Street to 4th Street)	6	Separated bikeways, parking and loading reconfiguration	\$ 692,000
8	Point Lobos Avenue (48th Avenue to Balboa Street)	1	Roadway and parking reconfiguration	\$ 530,000
9	Programmatic Spot Improvements		Various	\$ 530,000
Total				\$ 4,554,000

Note: Pedestrian safety improvements may include the following treatments, to be determined during further evaluation during project design phase: continental crosswalks, daylighting, painted safety zones, slow turn wedges, hardened centerlines, advanced limit lines, pedestrian head start signal timing, leading pedestrian intervals



Quick-Build Tasks by Phase

		Funds Requested		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	BASIP Quick-Build (Brotherhood Way, Alemany Boulevard, Sagamore Street Improvement Project)	\$ 75,000	\$ 475,000	\$ 550,000
2	Bayview Quick-Build (Evans Avenue, Hunters Point Boulevard, Innes Avenue)	\$ 80,000	\$ 300,000	\$ 380,000
3	Glen Park Quick-Build (Monterey Boulevard, Circular Avenue, Bosworth Street, San Jose Avenue)	\$ 180,000	\$ 448,000	\$ 628,000
4	Cesar Chavez Street (Pennsylvania Avenue to Illinois Street)	\$ 150,000	\$ 350,000	\$ 500,000
5	The Embarcadero (Bay Street to Chestnut Street)	\$ 134,000	\$ 200,000	\$ 334,000
6	Jefferson Street (Hyde Street to Powell Street)	\$ 150,000	\$ 260,000	\$ 410,000
7	Mission Bay Boulevard (7th Street to 4th Street)	\$ 172,000	\$ 520,000	\$ 692,000
8	Point Lobos Avenue (48th Avenue to Balboa Street)	\$ 100,000	\$ 430,000	\$ 530,000
9	Programmatic Spot Improvements	\$ 105,000	\$ 425,000	\$ 530,000
10	Outreach & Communications Support	\$ 225,000	\$ -	\$ 225,000
11	Program Management & Administration	\$ 150,000	\$ -	\$ 150,000
		\$ 1,521,000	\$ 3,408,000	\$ 4,929,000
		Total DES	Total CON	Total

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total TNC TAX Requested:	\$4,929,000	Total TNC TAX Recommended	\$4,929,000

SGA Project Number:		Name:	Vision Zero Quick-Build Implementation-Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
TNC TAX EP-601	\$0	\$0	\$381,000	\$760,000	\$380,000	\$1,521,000

Deliverables

- Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.
- SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.

Special Conditions

- The recommended allocation is contingent on an amendment to reprogram \$4,929,000 from FY22 Application Based Traffic Calming to this project. See attached Prop D TNC Tax Project List amendment for details.

SGA Project Number:		Name:	Vision Zero Quick-Build Implementation FY25
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
TNC TAX EP-601	\$852,000	\$1,704,000	\$852,000	\$3,408,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.
2. SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.

Special Conditions

1. The recommended allocation is contingent on an amendment to reprogram \$4,929,000 from FY22 Application Based Traffic Calming to this project. See attached Prop D TNC Tax Project List amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	0.0%	No PROP L
Actual Leveraging - This Project	No PROP AA	0.0%	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$4,929,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jennifer Wong	Michael Lee
Title:	Transportation Planner	1823 - Senior Administrative Analyst
Phone:	(415) 701-4551	(415) 646-2175
Email:	jennifer.wong@sfmta.com	michael.lee@sfmta.com

Prop D TNC Tax Project List (FY 2020/21 - FY 2024/25)

Programming and Allocations

Pending December 17, 2024 Board

Agency	Project Name		Phase	Status	Fiscal Year						Total
					2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
SFMTA	Vision Zero Quick-Build Program FY21	1, 2	PS&E	Allocated	\$410,000						\$410,000
SFMTA	Vision Zero Quick-Build Program FY21	1, 2	CON	Allocated	\$2,095,686						\$2,095,686
SFMTA	FY22 Vision Zero Quick Build Program Implementation	1, 3	PS&E	Allocated		\$1,340,000					\$1,340,000
SFMTA	FY22 Vision Zero Quick Build Program Implementation	1, 3	CON	Allocated		\$1,660,000					\$1,660,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 1)	1, 4	PS&E	Allocated			\$1,495,000				\$1,495,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 1)	1, 4	CON	Allocated			\$505,000				\$505,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 2)	5, 6	CON	Allocated			\$2,451,857				\$2,451,857
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	5, 7	PLAN / CER	Allocated			\$200,000				\$200,000
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	5, 7	PS&E	Allocated			\$225,000				\$225,000
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	5, 7	CON	Allocated			\$3,845,000				\$3,845,000
SFMTA	FY24 Vision Zero Quick-Build Program	5, 9	TBD	Programmed			\$883				\$883
SFMTA	Vision Zero Quick-Build Program Implementation FY24	5, 8	PS&E	Allocated				\$700,000			\$700,000
SFMTA	Vision Zero Quick-Build Program Implementation FY24	5, 8	CON	Allocated				\$5,300,000			\$5,300,000
SFMTA	FY22 Application-Based Residential Traffic Calming Program	5, 10	CON	Programmed				\$471,000			\$471,000
SFMTA	Vision Zero Quick-Build Implementation FY25	9	PS&E	Allocated					\$295,000		\$295,000
SFMTA	Vision Zero Quick-Build Implementation FY25	9	CON	Allocated					\$3,198,000		\$3,198,000
SFMTA	FY25 Vision Zero Quick-Build Program	10	PS&E	Pending					\$1,521,000		\$1,521,000
SFMTA	FY25 Vision Zero Quick-Build Program	10	CON	Pending					\$3,408,000		\$3,408,000
Total Programmed					\$2,505,686	\$3,000,000	\$8,722,740	\$6,471,000	\$8,422,000	\$0	\$29,121,426
Total Allocated and Pending					\$2,505,686	\$3,000,000	\$8,721,857	\$6,000,000	\$8,422,000	\$0	\$28,649,543
Total Programmed and Unallocated					\$0	\$0	\$883	\$471,000	\$0	\$0	\$471,883
Pending Allocation											
Board Approved Allocation											

FOOTNOTES:

¹ Programming: \$2,505,686 to SFMTA's FY21 Vision Zero Quick-Build Program; and \$5,000,000 to SFMTA's FY22 Vision Zero Quick-Build Program (Resolution 2021-015, 10/27/2020).

² Allocation: \$2,505,686 to Vision Zero Quick-Build Program FY21 (Resolution 2021-016, 10/27/2020).

³ Allocation: \$3,000,000 to FY22 Vision Zero Quick-Build Program Implementation (Resolution 2022-020, 12/14/2021).

⁴ Allocation: \$2,000,000 from SFMTA's FY22 Vision Zero Quick-Build Program to FY23 Vision Zero Quick-Build Program Implementation (Part 1) (Resolution 2023-032, 2/28/2023).

⁵ Programming: \$2,451,857 to SFMTA's FY23 Vision Zero Quick-Build Program; \$9,493,883 to SFMTA's FY24 Vision Zero Quick-Build Program; \$5,400,000 to SFMTA's FY22 Application-Based Residential Traffic Calming; and \$4,270,000 to SFMTA's FY24 & FY25 Application-Based Residential Traffic Calming Program (Resolution 2023-042, 4/25/2023).

⁶ Allocation: \$2,451,857 to FY23 Vision Zero Quick-Build Program (Part 2) (Resolution 2023-043, 4/25/2023).

⁷ Allocation: \$4,270,000 to FY24 & FY25 Application-Based Residential Traffic Calming Program (Resolution 2023-049, 5/23/23).

⁸ Allocation: \$6,000,000 to Vision Zero Quick-Build Program Implementation FY24 (Resolution 2024-023, 12/12/23).

⁹ Allocation: \$3,493,000 to Vision Zero Quick-Build Implementation FY25 (Resolution 2025-011, 9/24/24).

¹⁰ Amendment to reprogram \$4,929,000 from the FY22 Application-Based Residential Traffic Calming Program to the FY25 Vision Zero Quick-Build Program, with concurrent allocation of funds (Resolution 2025-0xx, 12/17/24).

FY22 Application-Based Residential Traffic Calming Program: Reduced from \$5,400,000 to \$471,000 in FY23/24

FY25 Vision Zero Quick-Build Program: Added project in FY24/25 with \$1,521,000 for design and \$3,408,000 for construction

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: November 15, 2024

TO: Transportation Authority Board

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

SUBJECT: 12/10/2024 Board Meeting: Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities

RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to Execute a Memorandum of Understanding (MOU) with the TJPA, the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the California High-Speed Rail Authority (CHSRA), and the City and County of San Francisco (CCSF) to support implementation of The Portal project, also known as DTX
- Allocate \$9,000,000 in Prop L Funds, with conditions, to the TJPA for The Portal project Engineering Phase Activities
- Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to allow TJPA to use the combined remaining balance of \$921,395 for The Portal project Engineering Phase Activities

SUMMARY

The Portal/DTX project will extend Caltrain from its current terminus at Fourth and King streets to the Salesforce Transit

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



Center and will also serve future CHSRA operations. TJPA is the lead agency for The Portal project and is developing the project in partnership with the Transportation Authority, Caltrain, CHSRA, MTC, and CCSF. The estimated capital cost of the project is \$7.52 billion; with inclusion of the completed underground trainbox at the Transit Center, the federally reported total is \$8.25 billion. In 2020, the six partner agencies executed the San Francisco Peninsula Rail Program MOU, which defined a work program intended to bring the project to ready-for-procurement status and which described the governance structure to oversee and manage this work program. Since that time, TJPA and partner agencies have advanced the project through the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process, including advancing to the FTA Engineering Phase of project development and securing establishment of the CIG funding share of \$3.38 billion. The Transportation Authority and MTC have led preparation of The Portal Project Implementation MOU, among the same partner agencies, to support TJPA's delivery of the project. All six partner agencies plan to consider the MOU for approval by January 2025. TJPA has requested \$9,000,000 in Prop L funds for The Portal project Engineering Phase activities, and amendments to two Prop K grants for the DTX project to allow \$921,395 in cost savings to additionally fund the scope of work.

BACKGROUND

The Portal project consists of the construction of a rail subway extension from Caltrain's current terminus at Fourth and King streets to the Salesforce Transit Center in downtown San Francisco. TJPA is the lead agency for The Portal, with responsibility for the development, environmental clearance, design, procurement, construction, and commissioning of the project.

The Portal will fully realize investments in the Transit Center, including the completed underground trainbox. The project will bring Caltrain into the heart of downtown San Francisco, and the project will serve as a critical element of the first phase of the California High-Speed Rail Project, linking the Bay Area to the Central Valley and Southern California. The Portal is also planned for compatibility with future rail expansion across the Bay.

Peninsula Rail Program MOU. In April 2020, the Transportation Authority Board authorized execution of the San Francisco Peninsula Rail Program MOU (Peninsula Rail MOU) among the major stakeholder agencies for The Portal: TJPA, MTC, Caltrain, CHSRA, CCSF, and the Transportation Authority. The Peninsula Rail MOU memorialized agreement to pursue most of the recommendations of the 2019 Expert



Panel review of the project, commissioned by the Transportation Authority Board, of best practices for governance, oversight, management, funding, and project delivery. The MOU established a governance structure to support the TJPA Board in the development of The Portal project, specifically an Executive Steering Committee (ESC), composed of senior executives from the partner agencies.

Under the MOU, the six partner agencies agreed to jointly undertake a multi-year work program to develop the project to ready-for-procurement status. The work program of the Peninsula Rail MOU has been advanced by an Integrated Program Management Team (IPMT) of senior technical staff from the partner agencies. The MOU work program has been largely completed, and TJPA has partially initiated the procurement stage of the project, specifically through the issuance in October 2023 of the Request for Qualifications (RFQ) for the Progressive Design-Build (PDB/40-CT) contract, which is planned to deliver the civil and tunnel works for the project. In parallel, the project team is continuing to advance procurement preparation work for the project's other planned contracts.

FTA Process and Funding. The single largest planned source of funding for The Portal is the FTA CIG New Starts program. The Portal is a longstanding local and regional priority for funding from the CIG program. In April 2021, the TJPA Board approved the Accelerated Work Plan for the project, which identified April 2025 as the target date for securing the Full Funding Grant Agreement (FFGA) with FTA, to commit CIG funds to The Portal. In December 2021, FTA notified TJPA that The Portal had been admitted into the Project Development Phase of the CIG process, the first formal step in putting the project forward for CIG funding.

In August 2023, the TJPA Board authorized the submittal of the request to FTA to enter the project into the Engineering Phase of the CIG process. This submittal reflected an estimated capital cost for the project of \$8.25 billion, inclusive of the below-grade trainbox constructed as part of the Salesforce Transit Center; excluding the already completed trainbox, project costs were estimated at \$7.52 billion. TJPA requested a CIG funding share of 49.4 percent, or \$4.08 billion. In May 2024, FTA granted approval for the project's entry to the Engineering Phase; concurrent with this approval, FTA established the maximum CIG funding amount of \$3.38 billion. Any cost increases subsequent to this milestone will not be eligible for CIG funding.

In July 2024, the TJPA Board approved a revised target date of July 2027 for the project's FFGA with FTA. This later date reflects the additional time anticipated to be required to secure remaining non-CIG funds for the project and results in a target date of Fall 2034 for the start of revenue service on the project. The project team has identified capital cost savings that are approximately sufficient to offset escalation costs associated with the revised schedule. Taking these changes into account, as well as the lower than requested CIG funding amount, the remaining capital funding



gap is on the order of \$2.5-2.7 billion. State-level funding represents the single largest remaining component of the funding plan; reauthorization of California's cap-and-trade program is expected to be required for the state to commit sufficient additional funding to the project.

Governance Blueprint. Under the Peninsula Rail MOU, the Transportation Authority and MTC were responsible for preparing recommendations for governance of The Portal during implementation of the project. In August 2023, the TJPA Board approved The Portal Governance Blueprint, which identified policy recommendations for the coordination and engagement of the partner agencies in the implementation of the project. The Blueprint called for the preparation of a new six-party MOU to succeed the Peninsula Rail MOU and serve the project through construction and commissioning.

DISCUSSION

This memorandum recommends authorizing the execution of The Portal Project Implementation MOU (Implementation MOU) with TJPA and the other partner agencies, the allocation of Prop L funds to TJPA for Engineering Phase activities, and the amendment of two previous Prop K allocations for the project to allow TJPA's use of remaining grant balances to also support the Engineering Phase. Attachment 1 summarizes the subject funding request, including information on proposed leveraging of sales tax funds. Attachment 2 includes a brief description of The Portal project Engineering Phase activities. Attachment 3 summarizes the staff recommendations for the Prop L request, highlighting special conditions and other items of interest. Attachment 5 provides the Allocation Request Form, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions, including the SFCTA Oversight Protocol for the project.

Project Governance Transition and Implementation MOU. The Peninsula Rail MOU originally had a three-year term, with an expiration in June 2023; the agreement was extended twice, by mutual agreement, to support continued progression of the MOU's work program. The Peninsula Rail MOU expired on May 10, 2024. Since that time, in the absence of an executed successor agreement, TJPA staff have continued to convene the management-level IPMT, and the TJPA Executive Director has initiated, under his administrative authority, regular meetings of the Executive Working Group, with participation from all of the partner agencies.

Since the completion of the Governance Blueprint, the Transportation Authority and MTC have led work with the IPMT to prepare the Implementation MOU, which will be among the same six partner agencies, to support TJPA's delivery of the project. The Implementation MOU will have a term through project construction, commissioning, and the preparation of a project evaluation report (to be completed within 12 months



of the launch of revenue service). The draft Implementation MOU has been reviewed by management-level and executive-level staff from all six agencies and is provided as an Enclosure to this memorandum.

Consistent with the provisions of the Implementation MOU, the TJPA Board plans to establish The Portal Committee, as a standing committee of the TJPA Board, prior to the award of any construction contract for the project, including the pre-construction phase of the PDB/40-CT contract. The Portal Committee will consist of three voting members and will be appointed by the TJPA Board. The Governance Blueprint calls for the Committee to include representation from San Francisco and Caltrain.

The MOU also acknowledges the administrative organizational structure, established by the TJPA Executive Director, for interagency staff-level coordination and engagement in support of the project, consistent with the Blueprint and reflecting the following:

- *Executive Working Group*, convened by the TJPA Executive Director, with senior executive representation from the six partner agencies, supporting the executive management of the project.
- *Change Control Board*, the multi-agency body to review and recommend project changes (of a significant and/or policy nature), composed of senior technical representation from the six partner agencies.
- *Integrated Management Team*, led by the TJPA Project Director, with responsibility to integrate and coordinate management activities across partner agencies.
- *Integrated Program Delivery Team*, consisting of TJPA staff, consultants, and identified partner agency resources, with responsibility for day-to-day management of project delivery.

The MOU acknowledges the phased transition from existing bodies (e.g., IPMT) to the complete implementation of the governance framework identified in the Blueprint.

MOU Approval Process. All six partner agencies are expected to consider approval of the Implementation MOU over the course of December 2024 and January 2025, including policy board approvals where necessary. As the agreement's term is more than 10 years, CCSF staff will seek approval of the MOU by the Board of Supervisors (BOS), with final BOS action currently planned for December 17. In addition, SFMTA staff plans to seek endorsement of the MOU by the SFMTA Board on December 3.

Work Program to FFGA. In parallel with preparation of the Implementation MOU, TJPA has led work with the IPMT to prepare an updated multi-agency work program reflecting activities over approximately next three years, including those activities necessary to secure the FFGA with FTA. Under the MOU, TJPA will work with the



partner agencies to update this work program on an annual basis, in support of agencies' annual budgeting processes.

Prop L Request. TJPA has requested \$9,000,000 in Prop L funds to support Engineering Phase activities for The Portal. This amount is \$1,000,000 less than the Prop L funds programmed in the Prop L 5-Year Prioritization Program (5YPP) for the Caltrain Downtown Rail Extension and Pennsylvania Alignment, as adopted by the Transportation Authority Board in February 2024.

Prop K Amendments. TJPA has also requested amendments to two Prop K grants to allow TJPA to use the combined remaining balance of \$921,395 for the Engineering Phase activities described in the Allocation Request Form (Attachment 5). These amendments, which offset the need for the full amount of programmed Prop L funds, are as follows:

- *DTX Tunnel Engineering Options Study (SGA 105-914029)* - In April 2017, the Board allocated \$915,000 in Prop K funds to TJPA for an engineering study to analyze opportunities to reduce surface impacts due to the construction of the project. This work was completed under budget in July 2018. The remaining unspent balance is \$38,838.
- *DTX Project Development Activities under Notice-to-Proceed #2B (SGA 105-914039)* - In April 2020, the Board allocated \$8,854,577 in Prop K funds to TJPA for DTX project development. This amount was ultimately broken into three notices-to-proceed (NTPs), known respectively as NTP #1, NTP #2A, and NTP #2B. In September 2021, the Board released NTP #2B in the amount of \$2,644,557. The original scope of work for NTP #2B included updating the tunnel design, preparing associated trackwork plans, undertaking ventilation studies, conducting fire/life safety modeling, and advancing design and technical studies for the tunnel undercrossing at Howard Street. NTP #2B work was completed under budget in June 2022. The remaining unspent balance is \$882,557.

The Prop L request and Prop K amended grants will specifically fund consultant costs for program management and design, as well as a portion of TJPA's reimbursement of Caltrain costs to support development of the project. The sales tax funds and associated scope of work are part of the multi-year work effort to complete the requirements of the FTA Engineering Phase and secure FTA funds. The attached Allocation Request Form includes TJPA's three-year scope-of-work for The Portal from Fiscal Year 2024/25 through Fiscal Year 2026/2027, consistent with the broader multi-agency work program described above. Excluding costs associated with right-of-way, TJPA has estimated the cost of its three-year scope-of-work as \$199 million. The Allocation Request Form describes the planned funding for this work, through



known federal, state, regional, and local sources, including the reflection of TJPA's intent to request allocation of additional Prop L funds in the future.

Transportation Authority Oversight. We provide an enhanced level of oversight for The Portal project. This oversight is in addition to our participation in the multi-agency bodies described in the Implementation MOU and is coordinated with the federal oversight provided by the FTA and its Project Management Oversight Consultant (PMOC). Parameters for the Transportation Authority's oversight are described in the Oversight Protocol included in Attachment 5.

FINANCIAL IMPACT

The recommended action would allocate \$9,000,000 in Prop L funds. The \$9,000,000 would be subject to the Fiscal Year Cash Flow distribution schedule contained in the attached Allocation Request Form.

The recommended action would amend the aforementioned Prop K Standard Grant Agreements to allow \$921,395 from those grants to be applied to revised project scope as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedules contained in the Updated Standard Grant Agreement.

Attachment 4 shows the approved Fiscal Year 2024/25 allocations and appropriations 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 2024/25 Budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future year budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will be briefed on this item at its November 20, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Request Received
- Attachment 2 – Project Description
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocation Summary: FY 2024/25
- Attachment 5 – Allocation Request Form
- Enclosure: The Portal Project Implementation Memorandum of Understanding (Draft)

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	\$ 583,963,000	94%	85%; overall leveraging exceeds 96% for the project	Design Engineering	Citywide
TOTAL				\$ 9,000,000	\$ 583,963,000				

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.
- ² Acronyms: TJPA (Transbay Joint Powers Authority)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L 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 L 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 L Funds Requested	Project Description
5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	The Portal/DTX project will extend Caltrain 1.3 miles from its current terminus at Fourth and King streets to the Salesforce Transit Center at First and Mission streets, with accommodations for future high-speed rail. The requested allocation will fund: a portion of the Program Management Construction Management contract related to preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build procurement documents for the Main Civil and Tunnel package for the DTX tunnel and structures, preparation of Construction Management General Contractor procurement documents, development of critical third party agreements, and Program Management and Project Controls support; General Engineering Consultant utility relocation design work; and the Caltrain staff and consultant services under agreements with the TJPA necessary to further the design, procurement, asset disposition, operations and maintenance funding, and capital funding for the DTX project. TJPA is also requesting an amendment to two Prop K grants to the DTX project to use the \$921,395 in remaining balance to fund the subject project, as detailed in the attached allocation request form. The Portal/DTX construction is planned to be completed in late 2034, subject to funding availability.
TOTAL			\$9,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

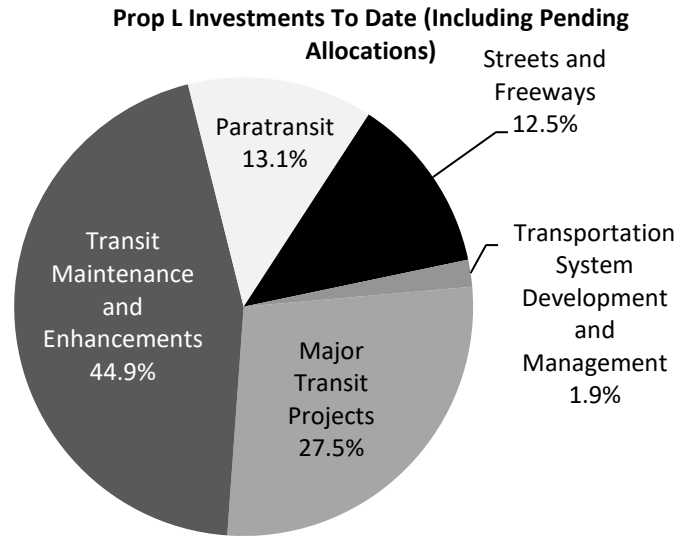
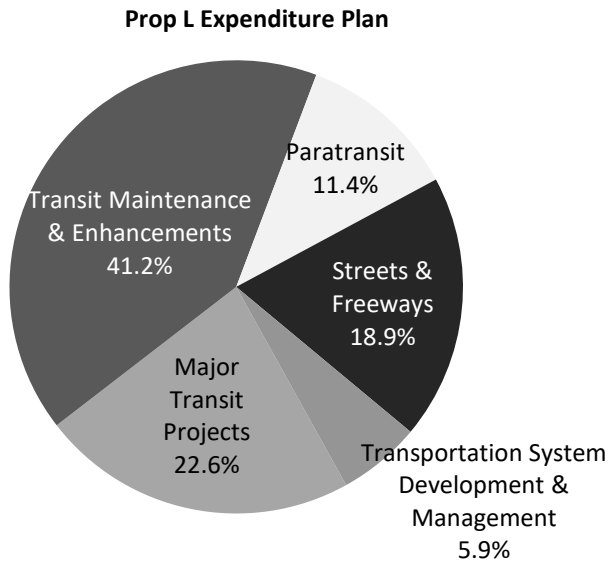
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
5	TJPA	The Portal Project Engineering Phase Activities	\$ 9,000,000	<p>Special Condition: Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol for The Portal.</p> <p>Special Condition: TJPA will provide information on a quarterly basis to SFCTA regarding sources and uses of funding for The Portal project.</p> <p>Special Condition: On an annual basis, TJPA will consult with SFCTA staff regarding the project's work program, budget/funding, and schedule; TJPA will meet-and-confer on these topics with SFCTA prior to bringing forward the recommended Summary Work Program to the IPMT/IMT as described in The Portal Implementation MOU.</p> <p>Special Condition: Presentations on The Portal project will be calendared periodically on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the SFCTA Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.</p> <p>Special Condition: The recommendation is contingent upon amendments to the Prop K Downtown Extension - Tunnel Engineering Options Study and Downtown Extension - NTP #2B projects to allow TJPA to use \$921,395 in remaining funds for the The Portal Project Engineering Phase Activities request. See allocation request form for details.</p>
TOTAL			\$ 9,000,000	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 85,412,672	\$ 18,533,910	\$ 39,894,444	\$ 19,779,318	\$ 7,205,000	\$ -
Current Request(s)	\$ 9,000,000	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 94,412,672	\$ 27,533,910	\$ 39,894,444	\$ 19,779,318	\$ 7,205,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	The Portal Project Engineering Phase Activities
Primary Sponsor:	Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Downtown Rail Extension and Pennsylvania Alignment
Current PROP L Request:	\$9,000,000
Supervisory District	District 06

REQUEST

Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King Streets to the Salesforce Transit Center at First and Mission Streets, with accommodations for future high-speed rail.

Detailed Scope, Project Benefits and Community Outreach

TJPA seeks an allocation of \$9 million in Prop L funds and amendment of two prior Prop K grants to the DTX project to use funds for the following scope of work. For FY2024-25, the requested allocation will fund: a portion of the Program Management Construction Management contract related to preparation of 90%, 100%, and Issue for Bid Documents for Advance Utility design work, preparation of Progressive Design Build procurement documents for the Main Civil and Tunnel package for the DTX tunnel and structures, preparation of Construction Management General Contractor procurement documents, development of critical third party agreements, and Program Management and Project Controls support; General Engineering Consultant (GEC) utility relocation design work; and the Caltrain staff and consultant services under agreements with the TJPA necessary to further the design, procurement, asset disposition, operations and maintenance funding, and capital funding for the DTX project. See attached document for details.

Project Location

Fourth and Townsend Streets to the Salesforce Transit Center at First and Mission Streets

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$10,000,000.00

Justification for Necessary Amendment

In addition to \$9 million in Prop L funding, TJPA requests to amend unspent Prop K balances that were allocated for the DTX project as follows: \$38,838.21 from 2017-040 Project 105-914029, and \$882,557.24 from 2021-039 Project 105-914039. The specific scope of work for these two Prop K projects have been completed, and design work for the DTX project continues. These amendments bring the total Prop L and Prop K request amount to \$9,921,395.45.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	The Portal Project Engineering Phase Activities
Primary Sponsor:	Transbay Joint Powers Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Oct-Nov-Dec	2019
Right of Way	Apr-May-Jun	2022	Apr-May-Jun	2028
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Apr-May-Jun	2028
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2028		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2034
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2036

SCHEDULE DETAILS

DTX schedule information in above table reflects the DTX Master Schedule prepared by TJPA. Master Schedule reflects Progressive Design-Build (PDB) procurement approach for the general civil and tunnel contract package, Construction Manager/General Contractor (CMGC) procurement approach for Station Fit-out and Track & Rail Systems contract packages, and Design-Bid-Build (DBB) procurement approach for the advanced works packages for the project. Design Engineering dates in above table reflect development of reference design and preparation of PDB, CMGC, and DBB procurement documents. Dates for advertisement and contract award are for the PDB Contract and authorization for start of Main Civil & Tunnel construction. DTX schedule dates are subject to funding availability to proceed to successive project phases. TJPA continues to work with all relevant City agencies, rail operators, and other stakeholders regarding project coordination throughout the DTX alignment. Community outreach will be conducted regarding design plans and construction impact mitigation throughout the duration of the design and construction phases.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	The Portal Project Engineering Phase Activities
Primary Sponsor:	Transbay Joint Powers Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-205: Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$0	\$65,045,000	\$0	\$65,045,000
Federal CIG	\$0	\$51,856,000	\$0	\$51,856,000
Federal CRISI	\$0	\$24,655,000	\$0	\$24,655,000
Federal Non-CIG	\$118,625,000	\$0	\$0	\$118,625,000
Prop K	\$0	\$0	\$21,500,000	\$21,500,000
Rail Operator Contributions	\$0	\$6,000,000	\$0	\$6,000,000
TIRCP	\$0	\$38,900,000	\$21,100,000	\$60,000,000
Transit Center District Funds	\$77,623,000	\$0	\$0	\$77,623,000
Transit Center District Funds (CFDs)	\$0	\$0	\$158,659,000	\$158,659,000
Phases In Current Request Total:	\$196,248,000	\$186,456,000	\$201,259,000	\$583,963,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$300,000,000	\$0	\$300,000,000
Central SOMA Fees	\$50,000,000	\$0	\$0	\$50,000,000
Federal CIG	\$0	\$3,384,000,000	\$0	\$3,384,000,000
Federal CRISI	\$0	\$24,655,000	\$0	\$24,655,000
Federal Non-CIG and Other Planned Funds	\$1,353,545,000	\$0	\$0	\$1,353,545,000
FRA ARRA + Local Match	\$0	\$0	\$0	\$728,500,000
Prop K	\$0	\$0	\$21,500,000	\$21,500,000
Rail Operator Contributions	\$0	\$6,000,000	\$0	\$6,000,000
Regional Measure 3	\$0	\$224,300,000	\$100,700,000	\$325,000,000
RTIP Fund Exchange	\$0	\$17,800,000	\$0	\$17,800,000
State (TIRCP, HSR)	\$1,050,000,000	\$0	\$0	\$1,050,000,000
TIRCP	\$0	\$38,900,000	\$21,100,000	\$60,000,000
Transit Center District Funds	\$77,623,000	\$688,718,000	\$0	\$766,341,000
Transit Center District Funds (CFDs)	\$0	\$0	\$158,659,000	\$158,659,000
Funding Plan for Entire Project Total:	\$2,531,168,000	\$4,684,373,000	\$301,959,000	\$8,246,000,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$351,641,000		August 2023 Cost Estimate
Design Engineering	\$583,963,000	\$65,045,000	August 2023 Cost Estimate
Construction	\$7,310,396,000		August 2023 Cost Estimate
Operations	\$0		
Total:	\$8,246,000,000	\$65,045,000	

% Complete of Design:	30.0%
As of Date:	06/30/2024
Expected Useful Life:	70 Years

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	The Portal Project Engineering Phase Activities
Primary Sponsor:	Transbay Joint Powers Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$9,000,000	Total PROP L Recommended	\$9,000,000

SGA Project Number:	205-914001	Name:	The Portal Project Engineering Phase Activities
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	12/31/2028
Phase:	Design Engineering	Fundshare:	14.82%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-205	\$9,000,000	\$9,000,000

Deliverables

1. Monthly progress reports shall be submitted through the Transportation Authority's grants portal. Quarterly progress reports shall include % complete of design, work performed in the prior month, Quarterly Program Master Schedule update, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Program Management/Construction Management (PMCM) task 1.a.A, provide updated Project Management Plan and sub-plans.
3. Upon completion of PMCM task 1.a.F, provide procurement documents including the 10-UR Draft RFP, 20-4KYA Draft RFP, 30-DB Draft RFP, 40-CT Final RFP, and 60-SF Draft RFQ.
4. Upon completion of PMCM task 1.a.H, provide an Integrated Program Development Team (IPDT) framework.
5. As part of PMCM Task 2.a.D, sponsor must submit quarterly risk reports.
6. Upon completion of General Engineering Consultant (GEC) task 1, provide the 4KYA design package.
7. Upon completion of Caltrain task 2.a, provide O&M cost tables depicting actual costs and forecasted future cost for EMU operations.
8. Upon completion of Caltrain task 4, provide the completed NEPA re-evaluation.
9. Upon completion of Caltrain task 9, provide the draft 4KY Concept of Operations.

Special Conditions

1. Allocation is conditioned on ongoing compliance with the attached SFCTA Oversight Protocol for The Portal.

2. TJPA will provide information on a quarterly basis to SFCTA regarding sources and uses of funding for The Portal project.
3. On an annual basis, TJPA will consult with SFCTA staff regarding the project's work program, budget/funding, and schedule; TJPA will meet-and-confer on these topics with SFCTA prior to bringing forward the recommended Summary Work Program to the IPMT/IMT and EWG, as described in The Portal Implementation MOU.
4. Presentations on The Portal project will be calendared periodically on the SFCTA Board and/or SFCTA CAC meeting agendas, at the discretion of the SFCTA Board Chair. TJPA staff shall be in attendance to present or answer questions from Board/CAC members, if requested.
5. The recommendation is contingent upon amendments to the Prop K Downtown Extension - Tunnel Engineering Options Study (SGA 105-914029) and Downtown Extension - NTP #2B (SGA 105-914039) projects to allow TJPA to use \$921,395.45 in remaining Prop K funds for the The Portal Project Engineering Phase Activities request. See scope for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	85.18%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	96.10%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	The Portal Project Engineering Phase Activities
Primary Sponsor:	Transbay Joint Powers Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$9,000,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Alfonso Rodriguez	Carolyn Nguyen
Title:	DTX Project Director	Accountant
Phone:	(415) 597-4620	(408) 705-3960
Email:	arodriguez@tjpa.org	cnguyen@tjpa.org



Prop L Allocation Request for Fiscal Year 24-25 for The Portal, Revised (November 2024)

1. The Portal Scope of Work through FY26-27 for Prop L Allocation Request
2. Program Management/Construction Management Scope of Services, FY24-25
3. General Engineering Consultant Proposition L Allocation Request Scope of Work, FY24-25
4. Caltrain Proposition L Allocation Request Scope of Work, FY24-25

The Portal Scope of Work through FY26-27 for Prop L Allocation Request (Updated November 2024)

1 PROJECT MANAGEMENT

1.1 Transbay Joint Powers Authority

In April 2001, the City and County of San Francisco (the City), the Alameda-Contra Costa Transit District, and the Peninsula Corridor Joint Powers Board (Caltrain) executed a Joint Powers Agreement under state law, creating the Transbay Joint Powers Authority (TJPA) for the purpose of planning, building, and operating the Transbay Program's facilities, including a new transit terminal (the Salesforce Transit Center) and the extension of Caltrain into the Center (The Portal). The TJPA was granted "primary jurisdiction with respect to all matters pertaining to the financing, design, development, construction, and operation of the new terminal" (see California Public Resources Code Section 5027.1(a)). The TJPA is responsible for ensuring that the final design, construction, testing, and startup phases of the Program conform to design criteria and are executed in accordance with established schedules, budgets, and agreements with the U.S. Department of Transportation's operating administrations and other funding partners.

1.1.1 Funding and Advocacy

Developing the funding plan for The Portal and securing the necessary commitments from funding partners is paramount for the project's success. This work includes:

- ◆ Integrating planning and funding for The Portal with the broader regional, megaregional, and statewide plans and funding programs.
- ◆ Working with funding agencies to secure funding commitments, including drafting materials for planning and programming documents, preparing and submitting grant applications, and negotiating with funding agencies for specific funding allocations.
- ◆ Identifying new funding sources and developing projections of funding availability.
- ◆ Engaging with financial advisors to integrate future funding streams into the project's schedule.
- ◆ Coordinating with agency partners to prioritize the project in local and regional funding advocacy efforts.
- ◆ Developing and implementing a funding campaign to secure public and private funds.

In addition to in-house staff, the TJPA manages a team of consultants with advocacy and finance expertise to conduct this work.

1.1.2 Governance and Contract Management

The TJPA is responsible for managing the governance of The Portal, including implementation of The Portal Governance Blueprint and implementation of successor agreements to the San Francisco Peninsula Rail Program MOU. TJPA staff oversees a consultant team that includes program managers, designers, construction managers, security contractors, and others according to the needs of the project. Staff oversees the day-to-day management of design and construction, including all aspects of the work of technical and design consultants, project controls, and project coordination; stakeholder coordination; risk management; budgeting; procurement management; staffing; and construction contracts and claims resolution.

1.1.3 Administration

The TJPA's salaries, benefits, and administrative expenses for The Portal are allocated between the operations and The Portal operating budgets based on the job description for each staff position. Currently, four positions are fully dedicated to The Portal. Staff positions that serve agency-wide functions, such as executive and finance staff, are split evenly between The Portal and operations budgets.

1.2 Program Management/Construction Management

A consultant Program Management/Construction Management (PMCM) team functions as an extension of the TJPA's Portal staff to assist in the delivery of The Portal. The PMCM team's scope of work includes:

- ◆ Project management
- ◆ Engineering management
- ◆ Construction management and construction support
- ◆ Project delivery and contract development/compliance
- ◆ Configuration management
- ◆ Project controls
- ◆ Estimating
- ◆ Community outreach and construction relations
- ◆ Funding advocacy, grant writing, and financial and progress reporting

The specific work plan through FY26-27 is described in the following subsections.

1.2.1 Cost Mitigation

PMCM staff will conduct one or more facilitated value engineering workshops to identify potential cost reductions project-wide. Workshops will include members from the Integrated Program Management Team (composed of technical experts from the TJPA's agency partners), Integrated Project Delivery Team, or Integrated Management Team in brainstorming and evaluating cost reduction concepts, in collaboration with the progressive design-build contractor for the civil and tunnel contract (40-CT) during the preconstruction phase. Workshops will consider capital cost, life cycle cost, passenger experience, and operational constraints or opportunities.

In addition to the formal value engineering workshops, PMCM will continuously evaluate cost reduction secondary mitigation opportunities through stakeholder engagement, preconstruction concepts offered by the 40-CT contractor, and changing technology or third-party interests.

Deliverables:

- ◆ Value engineering report with recommendations for cost-saving alternatives. Continuing analysis of current project costs and identification of cost drivers.
- ◆ Detailed cost reduction secondary mitigation memoranda, including implementation roadmap and risk mitigation strategies for discussion with stakeholders and consideration of adoption in accordance with configuration management procedures.

1.2.2 Project Management Tools Development

- ◆ Cost and Budget. Costs will be continuously monitored as design progresses and decisions, such as the final 4th and King Yard configuration, are made. As configuration changes are developed, analyzed, and approved, changes to the New Starts Engineering phase cost estimate will be documented and tracked. Once required agency and environmental approvals are completed, the changed cost will be incorporated into the Engineering phase cost estimate. After the Federal Transit Administration's (FTA) risk workshop associated with the TJPA's Full Funding Grant Agreement (FFGA) application, the Engineering phase cost estimate will be converted to a baseline cost estimate and budget and presented to the TJPA Board of Directors for approval.
- ◆ Schedule. Updates will be prepared monthly comparing progress against the adopted Master Schedule for all activities. The critical and near-critical path will be identified and tracked. Variances for critical and near-critical activities in excess of 10 days will be explained, and mitigating actions identified and tracked. After the FTA's risk workshop associated with the TJPA's FFGA application, the Master Schedule will be converted to a baseline schedule and presented to the TJPA Board of Directors for approval.
- ◆ Configuration. Proposed changes will be analyzed for feasibility and safety, operational, cost, schedule, and environmental impacts. Technical memoranda will be prepared for review and discussion by the Integrated Project Development Team (IPDT), and recommendations for disposition taken to the Configuration Management Working Group, Change Control Board (CCB), Executive Working Group (EWG), and TJPA Board of Directors, as appropriate. If approved, any required environmental documentation will be prepared in accordance with the relevant state and federal requirements.
- ◆ Risk. Quarterly workshops, working through the Integrated Program Management Team (IPMT) and the successor IPDT, will be continued. Risk workshops may consider The Portal overall or be focused on a particular body of potential risks, as identified by the IPDT. Risks will be evaluated for severity and probability using the FTA protocol. Mitigative actions will be identified, assigned, and tracked for effectiveness. An annual contingency review will be conducted using a Monte Carlo analysis to evaluate the contingency values assigned to categories of risk, or more frequently in the event of a significant risk event.
- ◆ Project Report. A monthly report will be prepared to meet the FTA requirements and the provisions of the management agreement and implementation MOU (agreements that are currently in development). The monthly report will be provided to governance bodies, as required and appropriate, including the IPMT/IMT and CCB.
- ◆ Policy Baseline Documents. The TJPA will compile and bring forward the set of policy baseline documents, using, as appropriate, other project deliverables and baseline documents. The policy baseline documents will be reviewed and approved consistent with the provisions of The Portal Governance Blueprint and future Implementation MOU. The TJPA will maintain and update the policy baseline documents as needed. The TJPA Board of Directors holds approval authority for the policy baseline documents.

Deliverables:

- ◆ Baseline capital cost estimate in Standard Cost Categories format
- ◆ Baseline schedule along with monthly updates and schedule narrative
- ◆ As-needed technical analysis and associated rough-order-of-magnitude cost estimates for candidate configuration changes
- ◆ Quarterly risk memoranda with mitigation plan status. Annual contingency review using Monte Carlo-based simulations
- ◆ Quarterly contingency management reports

- ◆ Monthly reports (ongoing)
- ◆ Approved policy baseline documents

1.2.3 FTA Engineering Phase Activities/Requirements

- ◆ Update the following plans and procedures using FTA oversight procedures, FTA Project Management Oversight reporting, and sound project management practices and prepare updates to the following plans and procedures. The TJPA will engage Caltrain and other partners on tasks as applicable.
 - Before and After Study
 - Configuration Management Plan
 - Cost Control Procedure
 - Design Change Control Procedure
 - Document Control Procedure
 - Fleet Management Plan
 - Outreach Plan
 - Program Management Plan
 - Quality management plans
 - Real Estate Acquisition Management Plan
 - Risk and Contingency Management Plan
 - Safety and Security Management Plan
 - Safety Plan
 - Schedule Control Procedure
 - Third Party Agreements Plan and agreements
 - Travel Forecast Results Report
 - Work breakdown structure
 - Environmental documentation for configuration changes
 - Quantitative risk assessment and Project Management Oversight Contractor (PMOC) readiness review
 - Federal Transit Administration-compliant 20-Year Financial Plan
 - FTA rating package
 - FFGA preparation/negotiation
- ◆ Update the 20-Year Financial Plan, in support of the FFGA request and to reflect outcomes of the FTA Risk Review, revisions to the funding plan, and other information.
- ◆ Update ridership forecasts, as required, for the updated 20-Year Financial Plan and FTA rating package, as part of the request for the FFGA.
- ◆ Conduct the FTA's quantitative risk review process as an input to the updated capital cost estimate, PMOC's readiness review, etc.
- ◆ Prepare and submit the FFGA request and all required documentation; facilitate the FTA and PMOC's process and engagement during the FTA review period.
- ◆ Complete all critical third-party agreements required to request the FFGA, as identified in the Third-Party Agreements Plan; these include master cooperative agreements between the TJPA and Caltrain and between the TJPA and the California High-Speed Rail Authority.

Deliverables:

- ◆ Updated plans, procedures, and reports accepted by the FTA as sufficient to support an FFGA application:
 - FTA rating package
 - 20-Year Financial Plan
 - FTA risk review and qualitative risk assessment
 - FFGA request submittal
 - Executed critical third-party agreements
- ◆ Conduct training for all project staff to ensure adherence to the plans and procedures relevant to their responsibilities
- ◆ Conduct regular audits to ensure compliance

2 DESIGN ENGINEERING

2.1 Enabling Works Design

2.1.1 Utility Relocation

The utility relocation contract (10-UR) is a design-bid-build contract that will relocate or protect-in-place over 20 public and private utilities within public right-of-way along 4,000 linear feet in portions of Second, Howard, and Townsend streets. Advance utility relocations will help facilitate construction of the cut-and-cover portions of the tunnel, the excavations for which will affect most of the public right-of-way, leaving limited space for utilities. The relocations, abandonments, and demolitions are intended to eliminate or reduce utility conflicts with shoring wall construction, road decking installation, excavation, construction of tunnel and station structures while maintaining services to surrounding properties. Work through FY26-27 will include preparation of updated 60%, updated 90%, and 100%/IFB design packages; preparation of the bid package and contract; and advertisement and award of the contract using a risk-based, stakeholder-inclusive development process, consistent with the TJPA's goals for The Portal. Enabling works design associated with utility relocation is anticipated to be complete during this three-year timeframe.

2.1.2 Building Demolition

The building demolition design-bid-build contract (30-BD) will demolish seven buildings as part of the site clearing for construction of the cut-and-cover portions of the tunnel. Five structures located near Second and Howard streets will be demolished to make way for the throat structure where the tunnel widens from two to six tracks as it enters the Salesforce Transit Center. Two structures will be demolished to provide space for a construction shaft, construction laydown area for the mined tunnel, and, ultimately, a ventilation structure at Townsend and Third streets.

Work through FY26-27 includes preparation of 90% and 100%/IFB design packages, preparation of the bid package and contract, and advertisement of the contract using a risk-based, stakeholder-inclusive development process, consistent with the TJPA's goals for The Portal. Enabling works design associated with building demolition is anticipated to be complete during this three-year timeframe.

2.1.3 4th and King Yard Site Clearing

The 4th and King Yard Preparation Package A: Site Clearing design-bid-build contract (20-YA) will relocate or remove all structures and utilities along the south side of Townsend Street between Fourth and Seventh streets and along Seventh Street between Townsend Street and Mission Bay Drive. Additionally, one pocket track on the north side of the existing Caltrain station at Fourth and King streets and the storage tracks at the corner of Townsend and Seventh streets will be removed. Work through FY26-27 includes:

- ◆ Complete 20-YA 90% design package and prepare 100%/IFB design package.
- ◆ Prepare the bid package and contract.
- ◆ Advertise and award the contract using a risk-based, stakeholder-inclusive development process, consistent with the TJPA's goals for The Portal.

2.2 Civil and Tunnel Progressive Design-Build

The civil and tunnel progressive design-build contract (40-CT) comprises the completion of the design and construction of the cut-and-cover structures and mined tunnel (excluding rail systems), the ventilation structures, the Fourth and Townsend Street Station fit-out (excluding rail systems), and utility support and temporary and permanent relocations (excluding advance utility relocations (10-UR)). Preconstruction work includes design engineering, preconstruction management, schedule preparation, estimating, acting as lead for coordination across all contract packages, preconstruction surveys, site investigations, hazardous materials assessment, and coordination with and obtaining approvals and permits from stakeholders and authorities having jurisdiction.

2.2.1 Progressive Design-Build Procurement

Work through FY26-27 includes completing the following for the 40-CT contract:

- ◆ Contract documents, including general requirements and technical documents
- ◆ Complete request for proposals (RFP) package, including the final draft contract
- ◆ TJPA Board approval to issue the RFP
- ◆ Release of the RFP and evaluate proposals
- ◆ Negotiate and initiate the preconstruction phase
- ◆ Negotiate open contract terms and conditions
- ◆ Establish the cost model for joint open-book estimating
- ◆ Conduct design progress meetings and over-the-shoulder reviews
- ◆ Address design variance requests with operators, as appropriate
- ◆ Reconcile the progressive design-build contractor's opinion of probable construction cost (OPCC) 30% submittal estimate with the TJPA's independent cost estimate
- ◆ Negotiate agreement to progress from 30% to 60% design
- ◆ Approve 30% design and OPCC, authorizing additional preconstruction services to 60% submittal
- ◆ Continue design reviews and cost model discussions
- ◆ Negotiate early works construction packages

2.2.2 Preconstruction

Preconstruction service will be incremental, pursuant to work packages issued by the TJPA documenting the associated time, price, and scope of work. Preconstruction services will be sufficient to establish a guaranteed maximum price (GMP) for the project.

2.3 Track and Rail Systems Design

The track and rail systems construction manager/general contractor (CMGC) contract (50-TS) includes the installation of direct fixation and embedded tracks through the tunnel, stations, and u-wall. Trackwork includes the rails, fastening systems, and special trackwork (turnouts, diamond crossings, crossovers, derails, train bumping posts). Associated with trackwork are track alignments, which are the defining horizontal and vertical control lines for the tracks and the structures that support them. Rail systems comprise signaling/train control, overhead contact, communications, central train operations control, and traction power systems and distribution. The systems for tunnel, stations, and ventilation and emergency egress structures include ventilation building systems; fire-life safety and water-air mechanical systems; security systems; and mechanical, electrical, and plumbing systems. Work through FY26-27 includes:

- ◆ Initiate 50-TS 60% design package preparation.
- ◆ Issue the request for qualifications, evaluate statements of qualifications, and establish a shortlist.
- ◆ Draft the general requirements and contract.
- ◆ Complete the RFP package, including the general requirements and final draft contract.
- ◆ Securing TJPA Board approvals to release the RFQ and RFP.
- ◆ Release the RFP and evaluate proposals.
- ◆ Negotiate and initiate the preconstruction phase.
- ◆ Negotiate open contract terms and conditions.
- ◆ Establish the cost model for joint open-book estimating.
- ◆ Initiate the CMGC's constructability review of design work to date.

The Federal Railroad Administration's (FRA) October 29, 2024, announcement that the TJPA was selected for a Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program award of up to \$24,655,000 is anticipated to accelerate the track and rail systems (50-TS) design work. The detailed scope of work will be negotiated with the FRA in fall/winter 2024/2025.

2.4 Station Fit-out Design

The station fit-out CMGC contract (60-SF) comprises the fit-out of the already constructed two-level structural box (train box) at the Salesforce Transit Center, construction of a new entrance lobby and stairs at the east end of the Salesforce Transit Center, and construction of a new above-grade ventilation and support systems structure, including excavating a plenum below the structure and connecting it to the lower concourse. The lower concourse, one level below ground, will house ticketing, passenger waiting, and support spaces for the rail operators, Caltrain and the California High-Speed Rail Authority, and leasable retail space. Six tracks and three center platforms on the platform level two levels below ground will serve commuter and high-speed trains. Back-of-house spaces on this level will support rail service. The scope for the contract includes coordinating with other contracts; obtaining approvals from authorities having jurisdiction; and supplying, installing, testing, and commissioning all elements required for the station fit-out, including manuals, training, spare parts, and record drawings. Work through FY26-27 includes:

- ◆ Initiate 60-SF 60% design package preparation.
- ◆ Issue the request for qualifications, evaluate statements of qualifications, and establish a shortlist.
- ◆ Draft the general requirements and contract.
- ◆ Complete the request for proposals (RFP) package, including the general requirements and final draft contract.
- ◆ Secure TJPA Board approvals to release RFQ and RFP.
- ◆ Release the RFP and evaluate proposals.
- ◆ Negotiate and initiate the preconstruction phase.
- ◆ Negotiate open contract terms and conditions.
- ◆ Establish the cost model for joint open-book estimating.
- ◆ Initiate CMGC constructability review of design work to date.

3 INTERAGENCY COORDINATION

The Portal requires extensive coordination with a range of federal, state, and local agencies. Intergovernmental and interagency coordination is required throughout preliminary engineering, final engineering, construction, and pre-revenue operations for guidance and approvals in the execution of the technical work of the project. The TJPA has entered into cooperation and reimbursement agreements with Caltrain and the City and County of San Francisco for their work on The Portal.

3.1 Caltrain

As the initial operator of The Portal, Caltrain support is required in order to assure that The Portal is designed and built according to Caltrain's safety, service, and maintenance requirements. The TJPA has agreed to fund work in support of this need on an annual work plan basis. The following tasks are anticipated through FY26-27:

- ◆ Program management, including project controls, administration, and agreements
- ◆ Financial planning including O&M, capital, 20-Year Financial Plan development, and travel demand modeling support
- ◆ O&M design and analysis
- ◆ Environmental permitting
- ◆ Engineering, including civil infrastructure, track and systems, systems integration, and utilities
- ◆ Rail vehicles and level boarding requirements
- ◆ Construction/constructability reviews
- ◆ Procurement support
- ◆ 4th and King Yard Preparation Packages A and B design
- ◆ Real estate support
- ◆ Legal support

3.2 City and County of San Francisco

The Interagency Cooperation Agreement (ICA) is a cooperation and reimbursement agreement between the participating City and County of San Francisco agencies and departments (City agencies) and the TJPA for The Portal. The following City agencies are participating in the ICA:

- ◆ Port of San Francisco
- ◆ Department of Building Inspection
- ◆ Department of Technology
- ◆ San Francisco Fire Department
- ◆ San Francisco Municipal Transportation Agency
- ◆ San Francisco Office of Economic and Workforce Development
- ◆ San Francisco Planning Department
- ◆ San Francisco Public Utilities Commission
- ◆ San Francisco Public Works
- ◆ San Francisco Real Estate Division

As outlined in the ICA, subsequent department actions and/or approvals will be required as the TJPA carries out The Portal.

Each fiscal year, each City agency will propose to the TJPA an annual scope and budget, detailing the anticipated scope of City tasks that the City agency will undertake that fiscal year, a budget for those City tasks, and any other terms that are unique to that City agency, unique to the tasks to be undertaken, or will supersede specific ICA terms. Each City agency's annual scope and budget is an appendix to the ICA.

Through FY26-27, work includes:

- ◆ Reviewing constructability, design deliverables, and plans; providing design and construction support services; assisting/consulting regarding traffic coordination and required permits.
- ◆ Assisting to draft the Public Trust Transfer Agreement and related documents (Port of San Francisco).
- ◆ Providing construction inspector services (San Francisco Public Works).
- ◆ Providing technical analysis in the review of alternative sewer relocation strategies and final sewer design (San Francisco Public Utilities Commission).
- ◆ Providing hydraulic analyses (San Francisco Public Utilities Commission).

4 PROFESSIONAL SERVICES

Professional and specialized services are required for the advancement of The Portal, including legal services, financial advisors, economic and real estate analysis, legislative advocacy, auditing, and public relations. Tasks are assigned based on The Portal's current and anticipated needs. Only those costs directly attributable to The Portal are carried in the project budget.

Examples of this work include the following:

- ◆ Contract development and negotiations

- ◆ Right-of-way acquisition planning, negotiations, and agreements
- ◆ Revenue forecasts
- ◆ Real estate analysis
- ◆ Infrastructure finance and strategic planning
- ◆ Financial plans and presentations
- ◆ Grant development and administration
- ◆ Legislative and funding advocacy
- ◆ Public outreach and communications

5 RIGHT-OF-WAY ACQUISITION, RELOCATION & PROFESSIONAL SERVICES

Right-of-way acquisition for the project requires property acquisition, permanent subsurface easements, temporary construction easements, and interests that would allow the TJPA to permanently install rock dowels in the subsurface of additional properties.

Relocation assistance will be provided to occupants of properties acquired to construct The Portal, in compliance with the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970.

Right-of-way acquisition and relocation assistance will proceed in four tranches that span approximately two and one-half years. Total acquisitions that result in displacements and complicated relocations are included in the initial tranches to mitigate cost and schedule risks.

The following tasks apply to each tranche:

- ◆ Conduct an appraisal and a review appraisal (for properties with an appraised value of more than \$10,000)
- ◆ When required, prepare furniture, fixtures, and equipment appraisals and goodwill appraisals
- ◆ Submit recommended just compensation amount to the FTA for concurrence
- ◆ Meet and negotiate with property owners
- ◆ File eminent domain actions, as required
- ◆ Complete relocations, as required
- ◆ Turn over property access to contractors

Deliverables:

- ◆ Title reports
- ◆ Maps and legal descriptions
- ◆ Environmental site assessments
- ◆ Appraisals
- ◆ Purchase and sale agreements or orders of immediate possession
- ◆ Timely relocation benefit payments

ATTACHMENT 1
PMCM Contract No. 23-03-PMCM-000
Scope of Services for Prop L Allocation
Fiscal Year 24-25

This document identifies the Program Management/Construction Management (PMCM) scope of work for the Proposition L allocation request. The Prop L allocation would fund a portion of the services included in the FY24-25 scope of services, consistent with the level of effort negotiated with TJPA.

TASK 1

Program Management

1.a Program Management

- A. Update Project Management Plan: Provide an updated Project Management Plan (PMP) and subplans consistent with the requirements of the current status of the project, identifying those activities that must be implemented in support of finalized procurement, commencement of construction activities, grants management, and final design and construction administration. The PMP will be consistent with the requirements of the Integrated Program Delivery Team (IPDT) and depict organizational relationships, describe communications protocols, and be consistent with the Work Breakdown Structure (WBS).

Deliverable: Develop an updated PMP and subplans addressing all requirements, including recommendations from the Federal Transit Administration's (FTA) Project Management Oversight Contractor (PMOC).

- B. Coordinate with FTA and authorities having jurisdiction (AHJs), Utilities, and other agencies: PMCM will assist TJPA with updated submittals to FTA, including New Starts documentation, support with PMOC requirements, and monthly and quarterly meetings. PMCM will coordinate with AHJs, including agencies from the City and County of San Francisco, State of California, and railroad operators.

Deliverable: Meeting agendas, meeting materials, subject matter experts, and other support functions to monitor requirements, proactively manage communications, action item matrices, and collection and management of responses to questions.

- C. Update plans and procedures, and PMOC-required documentation: PMCM will assist TJPA in addressing all required plans and procedures to effectively manage the project. Best practices, TJPA requirements, and FTA requirements will all be addressed to provide guidance to the IPDT in delivering a successful project. All PMOC recommendations developed during the capability and capacity evaluation will be addressed.

Deliverable: Updated plans and procedures for project management, project controls, contract administration, engineering management, and construction management.

- D. Organize Peer Reviews and Partnering: PMCM will assist TJPA in outreach to peer organizations, subject matter experts, and professional organizations to conduct peer reviews on appropriate topics. PMCM will organize and conduct partnering sessions with the primary rail operator and construction contractors through the IPDT.

Deliverable: Arrange for peer reviews and partnering sessions, prepare agendas, and facilitate, record, and prepare actions resulting from peer reviews and partnering sessions.

- E. Provide Design Management: PMCM will provide design oversight of the general engineering consultant. This work will generally include negotiation of scopes of work, cost proposals, and deliverables. In addition, PMCM will provide oversight and review of design deliverables for completeness and consistency with the approved design scopes of work. PMCM will assist the general engineering consultant with coordination and collaboration with AHJs and the rail operating partners.

Deliverable: Fully negotiated scopes of work and cost proposals suitable for TJPA's review and approval. Over the shoulder, draft, and final design deliverable reviews and dispositions.

- F. Procurement Documents and Process: PMCM will work to develop the procurement and contracting documents to support the planned design-bid-build, progressive design-build, and construction manager/general contractor procurements. The scope of this subtask is comprised of:

- preparing and issuing RFQ documents
- conducting workshops with external partners
- preparing and issuing industry review documents
- developing and issuing RFP documents

Deliverables: The following deliverables are planned:

1. 10-UR: PMCM will prepare the draft RFP, update based on industry review, and finalize the RFP for issuance – planned for April 2025
2. 20-4KYA: PMCM will prepare the draft RFP – planned for March 2025
3. 30-BD: PMCM will prepare the draft RFP and issue for industry review – planned for March 2025
4. 40-CT: PMCM will prepare the final RFP based on industry review and issue to the selected contractors – planned for January 2025
5. To be funded by others
6. 60-SF: PMCM will develop the draft RFQ – planned for March 2025

- G. Readiness Assessment: To be funded by others.

- H. Development of the Integrated Program Delivery Team: PMCM will assist TJPA in the development of an integrated program delivery team to optimize collaboration and communication and clarify roles and responsibilities among all parties responsible for the implementation of The Portal.

Deliverables: Assist TJPA in the development of necessary tools, graphics, charts, and reports outlining the establishment of the IPDT.

- I. General Program Support: PMCM will provide administrative support for agency and intra-agency correspondence, documentation, and reporting, meeting logistics, and grant writing.

Deliverables: Staff reports, documentation and correspondence, technical exhibits, and grant submissions.

TASK 2

Project Management

2.a Project Management

- A. Contract Administration: PMCM will ensure compliance with TJPA's prime contract and execute subcontract agreements with team members including required flow downs from the prime contract. PMCM will prepare monthly invoices in accordance with TJPA requirements including detailed labor, overhead, profit, and other direct costs. Monthly reports will be prepared in accordance with TJPA requirements.

Deliverable: Monthly invoices, monthly progress reports, quarterly reports.

- B. Cost Oversight: PMCM will continually update project costs as secondary mitigations and other scope changes are adopted. The general engineering consulting contract and the City and County of San Francisco and Caltrain invoices will be monitored for cost trends and any concerns will be promptly reported to TJPA.

Deliverable: Periodic updates of the Standard Cost Category (SCC) workbook. Cost trending for the PMCM contract, the general engineering consulting contract, and City and County of San Francisco and Caltrain agreements.

- C. Schedule Oversight: The master schedule will be updated monthly and, when appropriate, converted to a baseline schedule. Analysis of the critical path will be conducted, including recommendations to protect project float. Support TJPA with updating and maintaining schedule controls processes and procedures.

Deliverable: Monthly schedule updates, fragnet analysis, and recommendations for activity resequencing or rescheduling.

- D. Risk Management: Quarterly risk workshops will be conducted in accordance with FTA procedures and best practices.

Deliverable: Quarterly risk reports

- E. Scope Management: PMCM will carefully monitor work activities for adherence to the agreed-upon scope of services. Where additional or different scope is required, PMCM will promptly bring it to the attention of TJPA's Project Director with suggested modifications consistent with the overall cost budget for NTP1.

Deliverable: Monthly tracking for adherence to agreed-upon scope of services. Proposed modifications to scope when appropriate.

- F. Value Engineering: PMPC will conduct one value engineering exercise with a certified value engineer. Additionally, secondary mitigations will be evaluated, and as appropriate, presented to the configuration management working group or contract change board as appropriate.

Deliverable: One value engineering workshop and value engineering report will be prepared and submitted. Secondary mitigation analysis and reporting will be conducted per the resource allocation negotiated with TJPA.

- G. Outreach Support: PMCM will coordinate industry outreach, meetings, and assist with raising industry awareness of the Portal and increasing community support.

Deliverable: Meeting materials, minutes, website content, and action items

TASK 3

Construction Management and Construction Support Services

- 3.a Third Party Coordination:** PMCM will coordinate and manage interfaces of all planned procurement activities with third parties, including the coordination of agreements, variances needed, permitting requirements, and potential clashes with planned construction work requiring utility relocations.

Deliverable: Coordination as needed.

- 3.e Preconstruction Services:** PMCM will carry out all preconstruction surveys necessary to support the development of the designs and procurement documents for The Portal, including any constructability analyses needed.

Deliverable: Surveys and constructability analyses as determined necessary by TJPA.

TASK 4

Project Delivery and Contract Development/Compliance

4.a Project Delivery

- A. Procurement Strategy Plans: PMCM will support TJPA in carrying out strategy for project delivery methods including, contract terms and conditions, procurement reviews, and program requirements to support delivery of the Portal, including:
- Supporting review of proposals and bids
 - Assist in the review, development and implementation of overall project delivery and procurement strategy
 - Advise TJPA on proposer/bidder comments and requests for changes in the procurement documents
 - Develop specifications, solicitation technical packages, and draft intergovernmental agreements

Deliverable: Advice and support as required by TJPA.

TASK 5

Configuration Management

- 5.b Document Management:** PMCM will provide document management procedures, training, and staff to ensure proper control of project documents across all stakeholders. A searchable database will be established to provide centralized control of communications. Provide support for the buildout and integration of the PMIS system as it relates to document and records management.

Deliverables: Document control procedures, document control software, training, administration of the document control module of the PMIS system (InEight document), and records management system.

- 5.c Requirements Management:** An initial plan documenting, analyzing, prioritizing, tracking, and managing the needs and requirements of stakeholders throughout the lifecycle of The Portal.

Deliverable: A Requirements Management Plan and execution matrix.

TASK 6

Project Controls

- 6.a IT support services and GIS and BIM Management:** PMCM will in accordance with the limited budget available in NTP1, establish an IT system including software, training, and implementation and integration. A particular focus will be on project controls software, design management software, and digital delivery. Additionally, the existing GIS capabilities will be expanded.

Deliverable: PMCM will provide software, training, system maintenance.

- 6.b Project Controls:** PMCM will prepare updated program budgets in SCC format broken down by contract package incorporating construction budgets using cost estimates noted above, and estimate other soft costs for each line item.

- Support TJPA's Project Controls Manager to update the Program master schedule based on the

WBS and the Program implementation plan. Update the Program master schedule monthly and quarterly to include current information regarding project and contract progress.

- Prepare monthly and quarterly reports of Program status. Prepare quarterly project and contract status reports outlining the progress, cost, schedule, issue resolution and other aspects of the project or contract.
- Implement a PMIS systems using nonproprietary scalable software appropriate to the current state of the project providing multi-functional data collection and reporting capabilities across multiple functions, such as schedule/risk management, cost, contracts, document management, compliance, progress/field execution, invoicing, interface with owner accounting, etc.

Deliverables:

- SCC workbooks detailing program cost by contract package and for the overall program
- Monthly and quarterly program status reports to the TJPA Board, stakeholders and funding agencies
- InEight software through AECOM PMIS program, assist with set-up, provide initial training to TJPA and PMPC staff, provide support to data maintenance

TASK 7

Estimating

- 7.b Cost Estimating:** PMCM will develop and prepare cost estimates to support TJPA procurement activities for professional services planning, environmental, and construction contracts. PMCM will develop design and construction capital cost budgets, including any needed design optimization and value engineering studies, constructability reviews, life-cycle cost analyses, and risk assessments determined necessary by TJPA.

Deliverable: Documents as requested by TJPA.

**General Engineering Consultant
Proposition L Allocation Request
October 2024**

Scope of Work

Parsons Transportation Group and their subconsultants shall perform the following scope of work as excerpted from their contract agreement and amended as noted in *italics*.

Project Procurement Tasks

Develop and finalize contract document packages; these may involve various procurement methods depending on the design segment/package: private-public-partnership variations; mixed contractor, CM at-risk, design-build, and design-bid-build.

The TJPA Board has selected a project delivery method for the advance works by design-bid-build.

1. Prepare advance package design drawings, specifications, and bid documents. Advance packages may include utility relocation and building demolition/site clearing.
The scope for this task will include commencing preparation of a 90% design package for the DTX 4th and King Yard Preparation Package A (4KYA). All disciplines will: commence preparations of plans and specifications at a 90% design level unless otherwise noted; provide input to the construction staging exhibits; field visits to confirm existing conditions and design concepts; commence preparation of reports for drainage; calculations where required by Caltrain Design Criteria; support coordination with Caltrain, CCSF, utility providers, CPUC, and the FRA, as needed; and provide input to the Basis of Design Addendum. CAD work and specifications are to be prepared using Caltrain's CADD Standards.
 - 1) *Track*
 - 2) *Systems*
 - a) *Overhead Catenary System (OCS)*
 - b) *Traction Power*
 - c) *Signals*
 - d) *Communications*
 - e) *Positive Train Control (PTC)*
 - f) *Duct Bank*
 - 3) *Utilities*
 - 4) *Drainage*
 - 5) *Civil*
 - a) *Demolition*
 - b) *Roadway*
 - c) *Site Engineering (grading, site temporary and permanent fencing)*
 - 6) *Architectural*
 - a) *Crew Quarters*
 - b) *Compressor Facility*
 - c) *Radio Shack*
 - d) *Relocation of 4KYA-relocated existing yard assets*
 - 7) *Basis of Design Addendum: Prepare an addendum (memorandum) to the 60% Basis of Design Report with relevant revisions to assumptions, outstanding issues, related Caltrain projects, relevant agreements, governing criteria for each discipline, and planned and approved design variances*
 - 8) *Construction Staging*

9) *Specifications per Caltrain Standard*

10) *Exclusions:*

- a) *Invasive subsurface utility investigation field work is excluded.*
- b) *Incorporation of revised Railyards layout currently under study by Caltrain, Prologis, and the City is excluded*
- c) *90% cost estimate*

- 2. *Intentionally left blank.*
- 3. *Intentionally left blank.*
- 4. *Intentionally left blank.*
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- 8. *Intentionally left blank.*

Caltrain Proposition L Allocation Request Scope of Work, FY24-25

Introduction

As the initial operator of the Portal service, Caltrain support is required in order to assure the Portal is designed and built according to Caltrain's safety, service, and maintenance requirements. TJPA has agreed to fund work in support of this need on an annual work plan basis. Below is the draft work plan for the 12 months commencing on October 1, 2024, and ending on September 30, 2025. The final work plan will be approved by TJPA and Caltrain staff, in accordance with the Interim Agreement (IA) approved by the TJPA and Caltrain Boards.

Tasks and Deliverables

1. Program Management –
 - a. Management
 - Task: Provide a Caltrain Project Director to co-lead the Portal Project in concert with TJPA Project Director. Provide leadership of the IPDT. Facilitate and manage Caltrain staff and consultant input to the project delivery. Provide regular updates to Caltrain Executive Director and Board of Directors.
 - Deliverable: Required Caltrain participation program management decisions to assure technical tasks are complete timely and within budget in support of the project. Co-leadership of the IPDT, representing Caltrain interests in safety, customer experience, maintainability, operational requirements, cost and schedule control.
 - b. Project Controls
 - Task: Monitoring and reporting of Caltrain task assignments for cost and schedule adherence.
 - Deliverable: Regular reporting of cost and schedule adherence, trend reporting, input to master schedule and project budget updates. Collaboration with TJPA Project Controls Manager.
 - c. Administration
 - Task: Project administrative support to Program Manager and team as needed. Ensure documents and properly routed and retained. Timely track and manage all approvals from submission to final acceptance. Schedule multi-party meetings. Coordinate with Portal Document Management.
 - Deliverable: Reports, memoranda, agreements, meetings, document management.
 - d. Agreements
 - Task: Technical input to development of the Extended Interim, Master Cooperative and Right of Way agreements including, but not limited to O&M Costs, Asset Disposition, Capital Cost contribution, Real Estate access and disposition.
 - Deliverable: Completed Extended Interim Agreement. Completed Real Estate Access Agreement. Development of the Master Cooperative Agreement.

2. Financial Planning

a. O&M

- Task: Provide updates to the Caltrain O&M costs under the EMU service suitable for inclusion in the updated 20-Year Financial Plan, and as an input to the O&M funding planning tasks.
- Deliverable: O&M cost tables depicting actual costs and forecasted future cost for EMU operations. Participation in O&M funding plan task force assisting with the development of a credible funding plan for future Caltrain and TJPA operations, including of the Portal.

b. Capital

- Task: Provide input, review and comment on TJPA Portal capital cost estimates for Portal related facilities.
- Deliverable: Input to capital cost estimate generated by Portal staff for certain rail related elements. Review and comments on generated capital cost estimate.

c. 20-Year Financial Plan

- Task: If required, provide input, review and comment on the updated TJPA Portal 20-Year Financial Plan, including Caltrain O&M cost and revenue tables, State of Good Repair program, and stress testing.
- Deliverable: Cost and revenue tables, capital plan tables, quality and accuracy reviews.

d. Travel Demand Modeling Support

- Task: Provide detailed Caltrain ridership data including boarding counts, on board surveys, and other data as requested by the Travel Demand Modeling team. Provide review and comment on reporting.
- Deliverable: Boarding counts, mode of access information, origin destination information, fare revenue information.

3. Operations and Maintenance

- Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests (DVRs), provide comments on TJPA generated designs regarding operability and maintainability.
- Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs with regard to operability and maintainability.

4. Environmental Permitting

- Task: Complete the environmental compliance process for the 4th and King Yard work for both NEPA and CEQA.
- Deliverable: Completed NEPA Re-evaluation with FTA's concurrence. Completed CEQA Addendum (with Caltrain filing a Notice of Determination (NOD)).

5. Engineering

a. Civil Infrastructure

- Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs.
- Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.

- b. Track and Systems
 - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs.
 - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.
 - c. Systems Integration
 - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs.
 - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.
 - d. Utilities
 - Task: Provide input to TJPA generated designs, provide responses to technical questions, review design variance requests, provide comments on TJPA generated designs. Assist with the identification of utilities within the 4th and King Yard.
 - Deliverable: Technical memoranda, comments on design submittals, review, comment and disposition on DVRs.
- 6. Rail Vehicles
 - a. Level Boarding
 - Task: Provide as-needed input to level boarding / gap closure conceptual design and liaison with rail vehicle manufacturer.
 - Deliverable: Technical memoranda, design comments.
- 7. Construction / Constructability
 - Task: Provide as needed constructability reviews of TJPA generated design submittals.
 - Deliverable: Participation in constructability meetings, comment on design submittals, participate in drafting constructability reports.
- 8. Procurement Support
 - Task: Provide input and comments on TJPA generated procurement documents, participate in a 55-YB and 50-TS project delivery alternatives evaluation. Participate in proposer evaluation and interview processes, as requested. If required, lead the development of procurement documents for any Caltrain led procurements.
 - Deliverable: Input and comments on TJPA generated procurement documents, Participation in evaluating and scoring proposer submittals and interviews. If required, develop Caltrain procurement documents.
- 9. 4th and King Railyard Package A and B4
 - Task: Provide task management for the 20-YA and 55-YB contract design development to the 60% design completion documents. Liaise between involved Caltrain departments to assure design direction is consistent with O&M requirements. Manage communication between all parties. Assist with development of design concepts that meet requirements while protecting Portal project budget. Prepare a Concept of Operations for the Rail Yard in coordination with Rail Planning, Rail Operations, and TJPA. Provide technical review and management of an updated

Load Flow Analysis to determine power supply requirement. Assist with coordination of PGE relationship.

- Deliverable: Management of design process. Design concepts for further exploration by design team. Review comments on design concepts and deliverables. Weekly meeting technical meeting management. Facilitation of yard access for design team when required. Draft Concept of Operations. Draft and Final Load Flow Analysis

10. Real Estate

- Task: Participate in drafting appropriate agreements permitting TJPA access to Caltrain properties as required to construct the Portal.
- Deliverable: Assistance in drafting and approval agreements such as Right of Entry, Access, or other agreement forms as identified by Counsel.

11. Legal

- Task: Assist in drafting Agreements including but not limited to Extended Interim, 4KYB (Forth and King Yard), and Master Cooperative Agreements. Assist in drafting real estate related agreements to facilitate construction of the Portal.
- Deliverable: Draft and Final Agreements, drafted in collaboration with TJPA Counsel.

Project Development and Engineering 3-Year Funding Plan Details

As of 11-4-2024

Cost Category/Sub Category		Portal Scope of Work Tasks	Fund Source	FY 24-25	FY 25-26	FY 26-27	Total
Project Management	TJPA	1.1	CFD Prop K	3,071,000 100,000	3,212,000 0	3,324,000 0	9,607,000 100,000
	PMPC/PMCM	1.2	CFD Prop K in Prop L Prop L	3,436,000 921,000 6,374,000	2,125,000 0 15,000,000	0 0 21,475,000	5,561,000 921,000 42,849,000
	Enabling Works Design	2.1	CFD TIRCP Prop K Prop L	150,000 7,994,000 1,664,000 700,000	1,400,000 0 0 0	1,000,000 0 0 1,000,000	2,550,000 7,994,000 1,664,000 1,700,000
Design Engineering	Progressive Design Build Bid Documents and Procurement	2.2	TIRCP	2,400,000	1,775,000	2,625,000	6,800,000
	Progressive Design Build Pre-Construction	2.2	CFD TIRCP Prop L RM3	0 0 0 0	0 8,064,000 0 0	3,068,000 28,324,000 0 36,552,000	3,068,000 36,388,000 - 36,552,000
	CM/GC Track & Systems Design	2.3	TIRCP FRA CRISI Prop L	1,500,000 0 0	3,500,000 0 0	600,000 6,600,000 1,000,000	5,600,000 6,600,000 1,000,000
	CM/GC Station Fitout Design	2.4	Prop L	0	0	1,000,000	1,000,000
	Interagency Coordination	3.1	CFD Caltrain Contribution Prop L	1,540,500 2,069,000 1,926,000	7,174,000 0 0	7,999,000 0 0	16,713,500 2,069,000 1,926,000
Interagency Coordination	City and County of San Francisco	3.2	CFD	1,105,500	921,000	953,000	2,979,500
	Professional Services	1.1, 4	CFD	1,878,000	1,939,000	2,007,000	5,824,000
Right-of-Way Acquisition, Relocation, & Professional Services		5	RM3	50,100,000	100,000,000	50,000,000	200,100,000
Grand Total				86,929,000	145,110,000	167,527,000	399,566,000

Note: Costs and funding do not include construction and design during construction.

Project Development and Engineering Budget & Funding Plan As of 11-4-2024

Cost Category/Sub Category		Dec 2021 - Jun 2024	FY24-25	FY 25-26	FY 26-27	Total
Project Management	TJPA	\$ 6,569,749	\$ 3,171,000	\$ 3,212,000	\$ 3,324,000	\$ 16,276,749
	PMPC/PMCM	\$ 11,037,707	\$ 10,731,000	\$ 17,125,000	\$ 21,475,000	\$ 60,368,707
Design Engineering	Enabling Works Design	\$ 34,048,868	\$ 10,508,000	\$ 1,400,000	\$ 2,000,000	\$144,964,868
	Progressive Design Build Bid Documents and Procurement		\$ 2,400,000	\$ 1,775,000	\$ 2,625,000	
	Progressive Design Build Pre-Construction			\$ 8,064,000	\$ 67,944,000	
	CM/GC Track & Systems Design		\$ 1,500,000	\$ 3,500,000	\$ 8,200,000	
	CM/GC Station Fitout Design		\$ -	\$ -	\$ 1,000,000	
Interagency Coordination	Caltrain	\$ 7,547,577	\$ 5,535,500	\$ 7,174,000	\$ 7,999,000	\$ 31,235,577
	City and County of San Francisco		\$ 1,105,500	\$ 921,000	\$ 953,000	
Professional Services		\$ 5,597,106	\$ 1,878,000	\$ 1,939,000	\$ 2,007,000	\$ 11,421,106
Right-of-Way Acquisition, Relocation, & Professional Services		\$ 401,915	\$ 50,100,000	\$ 100,000,000	\$ 50,000,000	\$ 200,501,915
TOTAL		\$ 65,202,921	\$ 86,929,000	\$ 145,110,000	\$ 167,527,000	\$ 464,768,921

Funding Source	Status	Dec 2021 - Jun 2024	FY24-25	FY 25-26	FY 26-27	Total
CFD	Allocated	\$ 48,107,403	\$ 11,181,000	\$ 16,771,000	\$ 18,351,000	\$ 94,410,403
Prop K	Allocated	\$ 12,063,083	\$ 1,764,000			\$ 13,827,083
Prop K in Prop L Allocation	Programmed		\$ 921,000			\$ 921,000
Prop L	Programmed		\$ 9,000,000	\$ 15,000,000	\$ 24,475,000	\$ 48,475,000
Caltrain Contribution	Allocated & Budgeted	\$ 930,526	\$ 2,069,000			\$ 2,999,526
TIRCP Project Development	Allocated	\$ 3,195,490	\$ 11,894,000	\$ 13,339,000	\$ 31,549,000	\$ 59,977,490
Regional Measure 3	Allocated		\$ 50,100,000	\$ 50,600,000		\$ 100,700,000
Regional Measure 3	Programmed			\$ 49,400,000	\$ 86,552,000	\$ 135,952,000
FRA CRISI	Programmed				\$ 6,600,000	\$ 6,600,000
TJPA Sources	Allocated	\$ 906,420		\$ -	\$ -	\$ 906,420
TOTAL		\$ 65,202,921	\$ 86,929,000	\$ 145,110,000	\$ 167,527,000	\$ 464,768,921

Note: Costs and funding do not include construction and design during construction.

TJPA Prop K&L FY24-25 Funding Request					
4-Nov-24					
DRAFT					
Prop K/L Funded Activities in FY24-25					
Task	Scope				Prop K/L Total
Program Management Construction Management		Average Rate	Hours	Other Direct Costs	Cost
Task 1	Program Management	\$ 250	8,971		\$ 2,246,100
Task 2	Project Management	\$ 296	7,121		\$ 2,110,800
Task 3	Construction Management and Construction Support Services	\$ 243	3,700		\$ 1,272,995
Task 4	Project Delivery and Contract Development/Compliance	\$ 348	374		\$ 130,300
Task 5	Configuration Management	\$ 231	2,253		\$ 521,100
Task 6	Project Controls incl. PMIS/Project Controls Software	\$ 194	3,200	375,695	\$ 620,100
Task 7	Estimating	\$ 326	1,209		\$ 394,000
	PMCM Team Subtotal	\$ 270	26,828	375,695	\$ 7,295,395
General Engineering Consultant (GEC)					
Enabling Works Design	Project Procurement Tasks	\$ 250	2,800	-	\$ 700,000
	GEC Team Subtotal	\$ 250	2,800	\$ -	\$ 700,000
Caltrain Interim Agreement (IA)					
Task 1	Program Management	\$ 181	2,398		\$ 434,000
Task 2	Financial Planning	\$ 176	403		\$ 71,000
Task 3	Operations and Maintenance	\$ 165	170		\$ 28,000
Task 4	Environmental Planning	\$ 118	51		\$ 6,000
Task 5 / 7	Engineering & Construction/Constructability	\$ 176	2,301		\$ 405,000
Task 6	Rail Vehicles	\$ 213	85		\$ 18,000
Task 8	Procurement Support	\$ 265	615		\$ 163,000
Task 9	4th and King Railyard Package A & B	\$ 225	3,111		\$ 700,000
Task 10	Real Estate	\$ 165	224		\$ 37,000
Task 11	Legal	Estimate \$15,000/month			\$ 64,000
		\$ 206	9,358	\$ -	\$ 1,926,000
	TOTAL				\$ 9,921,395

**San Francisco County Transportation Authority
Prop L Allocation Request Form**

SFCTA OVERSIGHT PROTOCOL FOR THE PORTAL/DOWNTOWN RAIL EXTENSION

This Oversight Protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on-time and on-budget delivery of The Portal. The intent is to integrate the SFCTA Project Management Oversight team (SFCTA PMO) into the project's processes and protocols, in order to serve as a resource to the project, in addition to serving a traditional oversight role. The SFCTA agrees that its PMO team members will have the appropriate technical, project management skills, and background to perform their duties. All SFCTA costs related to SFCTA oversight will be borne by the SFCTA, funded in whole or part by Prop L appropriations.

SFCTA oversight is intended to be consistent with, and complementary to, the work program and governance described in The Portal Project Implementation Memorandum of Understanding (Implementation MOU), which is expected to be approved in early 2025. SFCTA oversight is and will be in addition to any specific work program task roles for SFCTA established under the Implementation MOU and/or underlying management agreements. SFCTA participation in the IPMT/IMT and CMWG/CCB does not satisfy or replace SFCTA oversight requirements.

SFCTA oversight is additionally intended to complement oversight by the Federal Transit Administration (FTA) and its Project Management Oversight Consultant (PMOC). Performance of FTA oversight does not satisfy or replace SFCTA oversight requirements.

1. The Portal Integrated Program Delivery Team (IPDT) will have an open-door policy and work closely with the SFCTA PMO, which will have access to project Section Managers and available information through TJPA staff. SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings, in order to stay abreast of project activities and, when warranted, may also attend, as an observer, partnering sessions and progress meetings with project contractors. The TJPA Project Director (or their designate) will periodically provide a list of current and anticipated regularly-scheduled meetings, and SFCTA and the TJPA Project Director (or their designate) will jointly agree the meetings for SFCTA attendance.
3. The SFCTA PMO will attend the project's regular meetings with the FTA and its PMOC, including regular monthly and quarterly meetings, unless FTA objects to SFCTA's participation.
4. At such time as the FTA Financial Management Oversight Management Consultant is engaged, the SFCTA PMO will attend the project's regular meetings with the FMOC, unless FTA objects to SFCTA's participation.

5. The IPDT will make available to the SFCTA PMO significant project deliverables, reports, plans, procedures, and progress and cost reports for review and comment. The IPDT will also consult with the SFCTA PMO in the preparation of project baseline documents, including cost/budget, schedule, funding plan, configuration, and risk. SFCTA comments will be provided within the stipulated review period and submitted to the IPDT for consideration. Should the SFCTA PMO not provide comments by the due date, the IPDT may assume that they are not forthcoming.
6. The SFCTA PMO will be invited to participate as an observer in consultant selection panels and contractor proposal/bid reviews, except where SFCTA's participation is mutually agreed as not necessary or appropriate. As requested by TJPA, the SFCTA PMO will participate as an evaluation team member in selections panels and/or contractor proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the IPDT and The Portal Quality Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in Risk Management meetings and receive copies of the project risk register, its monthly or quarterly updates, periodic quantitative risk analysis, and other risk reports.
9. The SFCTA PMO will serve as a voting member of the Configuration Management Working Group (CMWG). The SFCTA will serve on the Change Control Board (CCB), consistent with the provisions of the CCB Charter. The SFCTA agrees that its CMWG/CCB representative(s) will have the appropriate technical and project management background and will not have veto power.
10. TJPA staff and SFCTA staff will meet-and-confer in advance of any project items advancing to the SFCTA Board or the San Francisco Board of Supervisors.
11. SFCTA will provide support to TJPA staff on funding and financing issues, including proactively identifying grants and other funding opportunities.
12. SFCTA will review and approve project invoices submitted to the SFCTA and support timely processing.
13. SFCTA will assist TJPA staff with development of grant amendments and funding requests which are submitted to the SFCTA for approval.

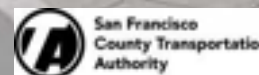
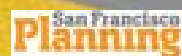
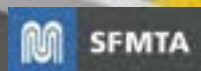
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San Francisco
County Transportation
Authority



Community Advisory
Committee
November 20, 2024
Item 9



PLACE



MOBILITY



ECONOMIC DEVELOPMENT



BENEFITS

1. A street that is designed to reduce the number of traffic collisions and injuries
2. Improved performance and reliability of public transportation
3. An accessible sidewalk that identifies Market Street as the City's preeminent ceremonial street
4. Upgraded and new infrastructure

Market Street and COVID-19



- COVID-19 pandemic impacted Market Street's economy
- Muni service was reduced to a Core Service Plan
- The City proposed project redesign to match available funding and minimize construction impact to local businesses





- **Traffic signal upgrades**
- **Repave** curb lane and intersections, including crosswalks
- **Repair** deficiencies in center track lanes
- Construct ADA-compliant **curb ramps**
- Construct **bulb outs** at Sixth, Hyde, and Mason/Turk
- **Replace sidewalks** at the corners
- **Streetscape improvements** including new trees, benches and bike racks

Limited utility work:

- **Install catch basins** near 6th to improve drainage
- **Sewer work** triggered by new curb ramps and regrading work
- **Relocate** low pressure fire hydrant for sidewalk widening on Turk Street
- **Minimal Overhead Contact System (OCS) work** triggered by joint OCS / traffic signal poles

Notice to Proceed (NTP)

August 18, 2022

Construction Started

January 2023

Substantial Completion

November 2024

Final Completion

March 2025

Funding Source	Budget	Actuals	Encumbered	Balance
OBAG	\$3,366,000	\$2,111,452		\$1,254,548
Federal Earmark	\$70,627	\$24,761		\$45,866
Prop K	\$11,634,000	\$6,527,131		\$5,106,869
Prop A GO Bond	\$45,106,819	\$31,030,501	\$10,606,590	\$3,469,728
BART*	\$810,360	\$810,360		
FY 22 COP	\$3,000,000	\$2,352,085	\$584,872	\$63,043
AT&T (curb ramp offset)	\$136,730	\$22,400	\$47,040	\$67,290
Total	\$64,124,536	\$42,878,691	\$11,238,501	\$10,007,344

* BART funding was sent to MTA and then MTA delegated authority to DPW

Email Blasts



Website Updates

Better Market Street

Sign up to receive future construction updates [here](#).

Project Updates:

10/17/2024

Street Base Repair and Re-Paving at Two Locations This Week

Starting Monday, October 17th, we will be performing concrete street base repair and re-paving at the following streets and intersections:

- The Market Street, 5th Street and Cyril Magnin Street intersection.
 - Market Street between 7th Street and McAllister/Jones Streets.
- We expect this work to take 6 days to complete, and crews will be working on Saturday, October 19th. Specifically, street base reconstruction will be taking place Monday through Friday, and re-paving will be taking place on Saturday.

During street base and re-paving work, both the eastbound and westbound bicycle lanes on Market Street will be closed 24/7. Please use the established bicycle detour routes that are marked by orange signs set up throughout the area.



Coordination with Advocates



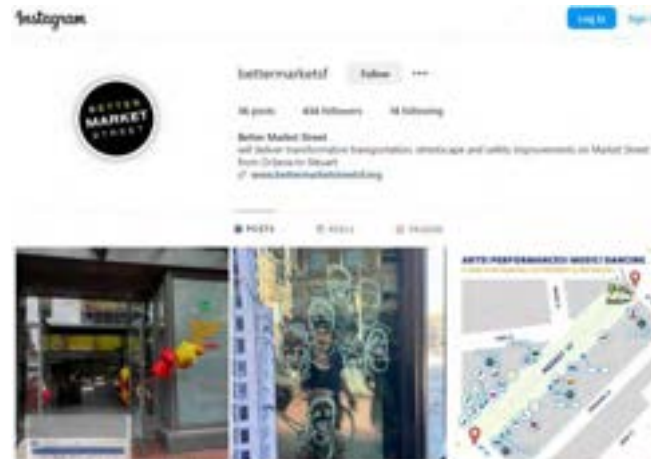
BETTER MARKET STREET DETOUR FIXING FOLSOM

BY RACHEL CLYDE ON SEPTEMBER 18, 2023



*UPDATE: The City of San Francisco's Department of Public Works has shared with us that they will make improvements to the Folsom St and Howard St bike lanes in the coming weeks before the completion of the Market Street project. We encourage our members to use 311 if there are any remaining issues or concerns that need to be addressed.

Social Media





Repaving the westbound curb lane



Network: Oct 15, 2024 at 10:50:25 AM PDT
Local: Oct 15, 2024 at 10:50:26 AM PDT
1083 Market St
San Francisco CA 94103



New Crosswalk across Hyde Street





New Sidewalk Pavers and Curb Ramps





For media inquiries and project-related questions, please contact:

Benjamin Peterson

Communications & Outreach

benjamin.peterson@sfdpw.org

Cristina C. Olea, PE

Better Market Street Project Manager

cristina.c.olea@sfdpw.org

For questions on Business Support, please contact :

Jada Jackson, Project Manager

Office of Economic & Workforce Development (OEWD)

415-554-6477 | jada.Jackson@sfgov.org

bettermarketstreetsf.org

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San Francisco
County Transportation
Authority

Update on AV Operations & Regulatory Developments



San Francisco
County Transportation
Authority



SFMTA



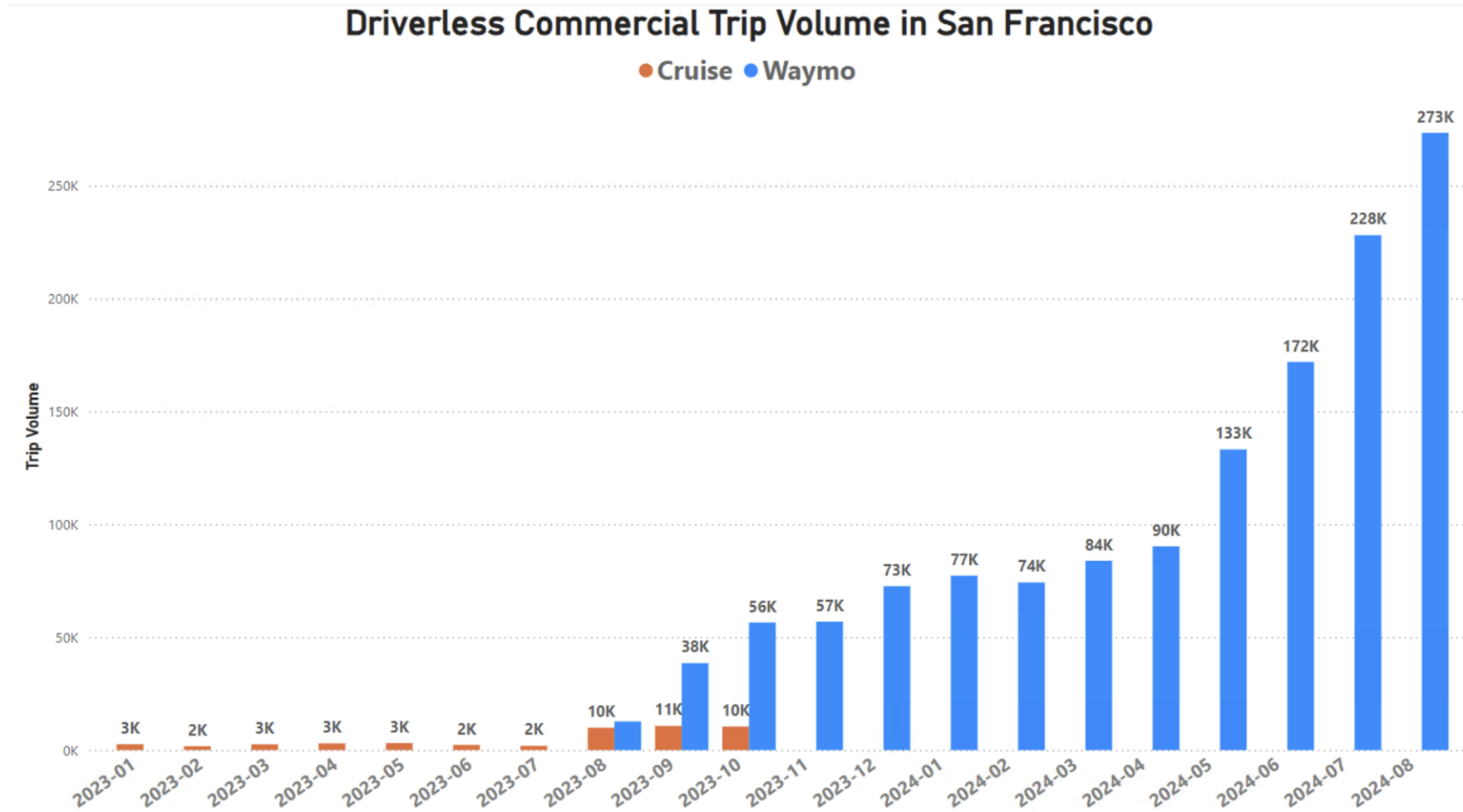
City & County of San Francisco
Mayor's Office
on Disability

Community Advisory Committee
November 20, 2024
Item 10

Agenda

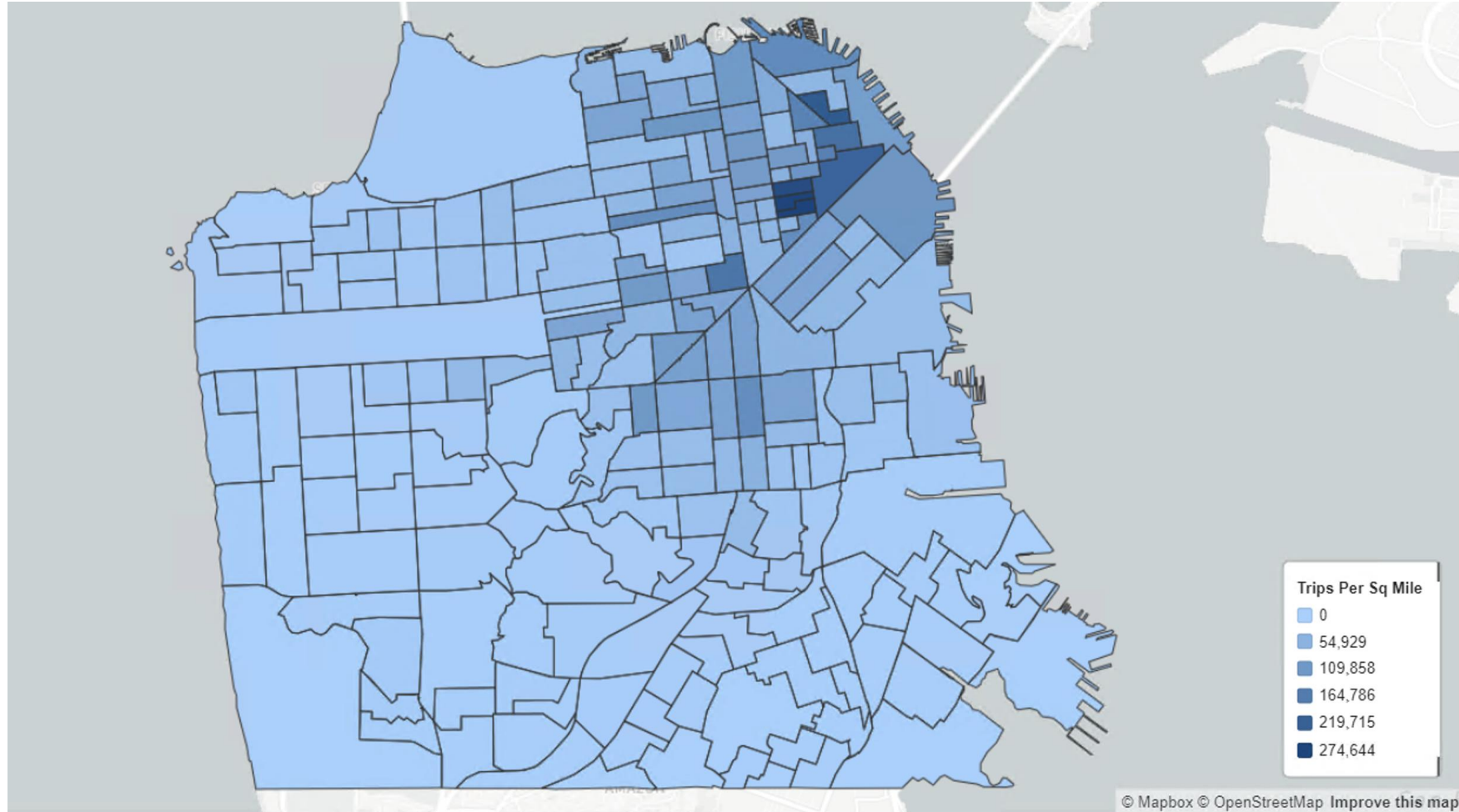
1. Operational Update
2. Legislative and Regulatory Update
3. Studies/Research Update
4. Advocacy

Driverless Operations in SF 2023-2024



Source:
CPUC 2023-2024
AV data

2024 Waymo Trip Density by Census Tract



Source:
CPUC 2024
AV data

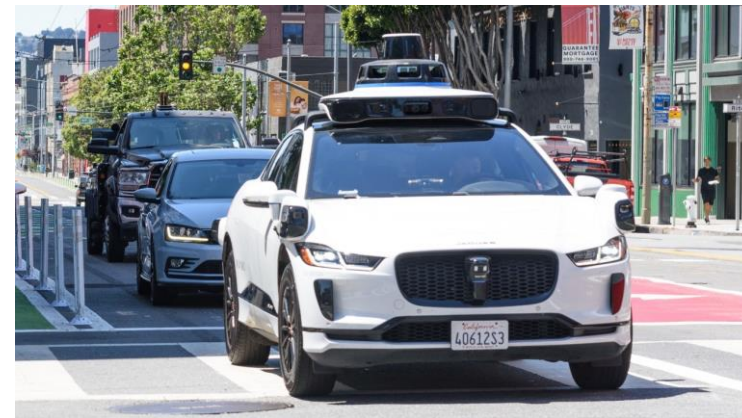
Key Operational Concerns 2023-2024

Stops that interfere with other road users, including emergency responders, transit & others

Inadequate response to human traffic control

Slow, ineffective communication with emergency responders & other street workers

Driving errors that would be citable violations of the CVC



Waymo was the primary AV operator in SF in 2023-24



The Zoox purpose-built AV, launched in SF in 11/24

Other Noteworthy Events 2023-2024



12/23 - **Treasure Island Autonomous Shuttle Pilot** ends operations



10/24 - **Cruise** starts supervised testing operations in Sunnyvale and Mountain View



11/24 - **Zoox** starts testing fully driverless, purpose-built robotaxi in San Francisco

2024 Legislative Initiatives

Bill	Content	Outcome
AB-1777, Ting	Establishes operational requirements and performance standards for AV-emergency responder interactions & mechanism to document AV traffic violations	Signed into law
AB-3061, Haney	Addressed critical gaps in data reporting and data transparency requirements	Vetoed by Governor Newsom
SB-915, Cortese	Authorized cities of >250K citizens to enact local ordinance for AV ops in their jurisdiction	Pulled by author after Assembly Transportation presented major amendments

2024 State Regulatory Initiatives

CPUC New Data Reporting Requirements (Adopted 11/7)

- **Expands and align collision & incident reporting** requirements at both testing and deployment stage
- **New reporting for “stoppage events”**

DMV Preliminary Draft of Regulations (Pre-Regulatory Process)

- Would establish **graduated permitting process** with progression based on success
- Would **expand reporting and clarify tools for DMV response** to poor permittee performance
- Would increase requirements for **remote support** operations
- Would provide process for **permitting AV trucking**

Litigation

SF has filed **2 separate lawsuits** centered on CPUC's 2023 decision to grant Waymo a permit to operate commercial driverless services throughout SF, 24/7, without fleet restrictions

- **Court of Appeal:** Inadequate decision-making process for such a major action and absence of provisions to ensure public safety
- **California Supreme Court:** No environmental review, violating CEQA

2024 Federal Efforts

- NHTSA ongoing **investigations**
- New NHTSA **Office of Automation Safety**
- USDOT **Transforming Transportation Advisory Committee (TTAC)** tasked with issuing advice and recommendations to Secretary on AVs and other transportation innovations
 - SFMTA appointed to TTAC
- FHWA **Center of Excellence on New Mobility and AVs** to study impacts of new mobility and highly automated vehicles on land use, urban design, transportation, real estate, equity, and municipal budgets
 - SFCTA appointed to COE Board
- Representative Mullin et al have submitted various letters to NHTSA demanding **expansion data collection efforts under Standing General Order** to improve AV safety data and analysis

2024 Progress on SF Advocacy Priorities

- Collaboration with industry on AB-1777 led to **adoption of communication requirements and performance standards** for AV-emergency responder interactions
- **New CPUC data reporting requirements** incorporated many SF recommendations, including reporting AV stoppage events
- **DMV preliminary draft regulations** incorporate many SF recommendations, including expanded data reporting requirements, and graduated permitting process
- SF collaboration with other early AV deployment cities on emergency responder needs led to **consensus on top emergency responder needs**, and increased industry & regulator understanding of needs

AV Safety Research Initiatives

Conceptual AV Safety Permitting Framework

- Board requested SFCTA staff to expand on principle of “**incremental, performance-based approach to AV deployment**”

AI-driven Smart Infrastructure for AV Benchmark Data Set

- Federal grant application to FHWA Smart Grant Program seeking to **demonstrate ability to detect, classify and support safety analysis** to better inform Vision Zero and AV Safety efforts
- Aims to develop methodologies to **compare human driver and AV safety performance** with the same data bases and metrics

Disability Access

Regulators have yet to establish clear standards for disability access, leaving the responsibility for outcomes in the hands of AV providers

Issue	Notes
Equitable app design	The app is fully accessible to people with different disabilities
Accessible pick-up and drop-off locations	AVs use safe and convenient locations for people with different disabilities according to their particular needs
Access for wheelchair users	AVs are accessible to wheelchair users and those who use of other moving aids, with equivalent quality of service
Safety for pedestrians of all abilities and bodies	AV need to recognize all pedestrians, including wheelchair users, people of short stature, and people who use service animals
Prioritize transit needs	AV operations ensure the safety and quality of transit services, as many people with disabilities depend on them for mobility

Looking ahead: 2025 and 2026

State

- 2025 legislative session
- Expected formal start of DMV rulemaking building on 2024 draft regulations
- Start of Phase II of CPUC's AV Deployment Program

Federal

- Potential regulatory proposals (e.g. NHTSA AV STEP)
- Potential legislative initiatives

Local

- Proposed SF AV Resource Portal

Thank you.

Jean Paul Velez

Principal Planner, Technology Policy
San Francisco County Transportation Authority

Julia Friedlander

Senior Manager Automated Driving Policy
San Francisco Municipal Transportation Agency



San Francisco
County Transportation
Authority



SFMTA



City & County of San Francisco
Mayor's Office
on Disability