



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, December 16, 2025, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall
Watch SF Cable Channel 26 or 78
(depending on your provider)
Watch www.sfgovtv.org

COMMISSIONERS: Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Sherrill, Walton, and Wong

CLERK: Amy Saeyang

Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 78 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person.

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

1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**
4. Approve the Minutes of the December 09, 2025 Meeting – **ACTION*** **5**

Consent Agenda

5. **[Final Approval]** Allocate \$2,000,000 and Appropriate \$650,000, with Conditions, in Prop L Funds for Three Requests – **ACTION*** **13**



Projects: Prop L: SFMTA: Cable Car Restoration (\$900,000). SFPW: Tree Planting and Establishment (\$1,100,000). SFCTA: I -280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds (\$650,000).

6. **[Final Approval]** Authorize Increase in the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project – **ACTION*** **81**
7. **[Final Approval]** Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project – **ACTION*** **89**
8. **[Final Approval]** Approve the 2025 San Francisco Congestion Management Program – **ACTION*** **105**
9. **[Final Approval]** Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E-2 Parking Lot Project – **ACTION*** **137**

End of Consent Agenda

10. SFMTA's Application-Based Traffic Calming Program Progress Update – **INFORMATION*** **145**
11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2025 – **INFORMATION*** **187**

Other Items

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

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

13. Public Comment

14. Adjournment

*Additional Materials

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street.



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

Page 3 of 3

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 78 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, 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.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 09, 2025

1. Roll Call

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

Present at Roll Call: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent at Roll Call: Commissioners Chan, Fielder, and Mandelman (3)

Chair Melgar stated that, as Chair, she had temporarily suspended remote public comment at Transportation Authority Board and Personnel Committee meetings after weighing the need for inclusive participation against repeated disruptions from a disrespectful remote caller. She added that public comment would continue to be welcomed in person and that the agenda included options for written comments and instructions for requesting necessary accommodations.

2. Approve the Minutes of the November 18, 2025 Meetings - ACTION

There was no public comment.

Commissioner Chen moved to approve the minutes, seconded by Vice Chair Sauter.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, stated the CAC ended the year with a substantive November meeting. She shared that the committee held separate votes on each of the three Prop L funding requests (Item 4 on the board agenda), ultimately supporting each one. She noted that there was one abstention on the Tree Planting and Establishment request due to concerns about prioritizing sidewalk damage from existing trees, though several members emphasized the value of new street trees in historically underserved areas. For the I-280 Ocean Avenue Off-Ramp Project request Chair Siegal said there were 2 abstentions and that members had raised concerns about widening the off-ramp from 1 to 2 lanes to accommodate queuing vehicles resulting from the proposed new traffic signal at the end of the ramp and other members noted that they would still feel uncomfortable using the bike on Ocean, though the committee ultimately approved funding to complete the design phase and for the related Ocean Ave Multi-Use Path Feasibility Study. Chair Siegal said that the Cable Car Barn Restoration project received unanimous support. Chair Siegal continued by stating that the Congestion Management Program report prompted discussion



about Muni service levels. Members highlighted that the statistic about 27% of San Francisco residents living within a 5 minute walk of 5 minute frequency Muni service seemed low, expressing interest in increasing the percent of residents near high quality transit, improving transit speeds relative to autos to improve competitiveness – particularly in outer neighborhoods, and urging staff to pursue strategies to improve transit service, make it more competitive, and to support next year’s transit revenue measures aimed at increasing service.

There was no public comment.

4. Allocate \$2,000,000 and Appropriate \$650,000, with Conditions, in Prop L Funds for Three Requests – ACTION

Erin Slichter, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

5. Authorize Increase in the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project – ACTION

Yana Waldman, Capital Projects Division, presented the item per the staff memorandum.

Chair Melgar stated that three years ago, a community process identified high-value projects for Districts 11 and 7, and she stated that this area was recognized as a high-injury corridor with frequent pedestrian crossings and said that she appreciated the work completed to date.

There was no public comment.

Commissioner Chen moved to approve the item, seconded by Commissioner Wong.

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

6. Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project – ACTION

Yana Waldman, Capital Projects Division, presented the item per the staff memorandum.

Chair Melgar commended the idea of transferring unused funds for this purpose. She observed that the presentation included a picture of the City College campus before



completion of their bond-funded project and asked whether the upcoming work would incorporate feedback from City College.

Ms. Waldman replied that they had been working closely with City College and the SFMTA in this process. She added that, while there was no formal working group, they met every few months with the City College staff and would continue to do so.

Commissioner Chen stated that she was concerned about the proposed removal of the Ocean Avenue pedestrian bridge and underscored that pedestrian safety was critically important given the extensive construction at City College and the development of over a thousand new housing units across the street, which would bring thousands of additional residents into an already constrained area. She stated that any study would need to account for long-term conditions, including increased student and resident populations, traffic congestion around the I-280 ramp, and the need for safer streets. Commissioner Chen added that, as a neighborhood resident who had used the bridge for years, she viewed the bridge as a viable option and emphasized the importance of maintaining multiple safe ways for people to reach City College and cross the street, including connections between the Geneva site, the City College campus, and the District 7 site.

Ms. Waldman replied that staff had been considering the increased residential population at the Reservoir Project as part of their ongoing process. She explained that this consideration was one reason for including the traffic analysis in the proposed feasibility study, noting it would build on significant traffic analyses that had already been conducted over the years for this project. She noted that the project had undergone an environmental review in 2019, that the project team planned to continue updating the traffic data, and that the feasibility study would help inform whether the removal of the overcrossing would be required to accommodate a multi-use path.

Carl Holmes, Deputy Director for Capital Projects emphasized that the feasibility study would determine whether the pedestrian crossing needed removal. He emphasized that the study was not initiated with the intention of removing it but acknowledged the need to address potential issues while recognizing the importance of long-term circulation.

There was no public comment.

Commissioner Chen moved to approve the item, seconded by Commissioner Mahmood.

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

7. Approve the 2025 San Francisco Congestion Management Program – ACTION

Chun Ho Chow, Transportation Modeler, presented the item per the staff memorandum.

Commissioner Sherrill asked for clarification on slide seven, referring to two apparent data discrepancies, including a second disconnect between 2023 and 2024. He acknowledged that the first disconnect was due to a vendor data product change and asked how the graph should be interpreted, specifically whether data prior to 2010 should be disregarded.



Mr. Chow stated that a vendor data product change in 2010 caused slight speed differences not shown in the graph, but the overall trends remained accurate. He explained that speeds from 2023 and 2024 could not be directly compared, yet trends between 2024 and 2025 indicate a slight decrease. For example, he added that freeway PM speeds (the green dotted line) appeared to increase between 2023 and 2024, though 2024 speeds were likely lower than 2023, requiring interpretation to connect the data points.

Commissioner Sherrill stated that, based on his reading of the graph, cars had been moving quickly in 2007, 2008, and 2009, and that, aside from the impact of COVID, speeds had generally decreased over time, and then asked if this was an accurate conclusion.

Mr. Chow stated that speed rates had been decreasing compared to pre-COVID levels.

Commissioner Sherrill clarified he was reviewing data points for Freeway AM and Freeway PM traffic.

Mr. Chow clarified that the apparent disconnect from the vendor data change line occurred in 2017 and apologized for the confusion caused by the missing label on the slide. Mr. Chow clarified that the trend lines were accurate, explaining that a vendor data change in 2017 had caused the jump in speed that year. He confirmed that speeds generally decreased between 2009 and 2019, increased between 2019 and 2021, and decreased again thereafter.

Commissioner Mahmood highlighted that traffic congestion was a significant issue in many districts, particularly in District 5 and Hayes Valley. He asked how staff used the data in the report to identify the sources and causes of congestion, noting that the report primarily focuses on metrics showing changes in performance over time rather than underlying factors and identifying possible solutions.

Mr. Chow stated that the data did not directly reveal the sources of traffic congestion, but he opined that much of it likely resulted from increased post-COVID activity returning to the city. He added that the Bay Area Travel Survey tracks how people use different modes of transportation, allowing analysis of any mode shifts between transit and driving. He said this survey would be conducted again next year and compared with 2023 data.

Commissioner Mahmood suggested that for next year's analysis, staff should conduct qualitative research to identify the underlying causes of congestion in each neighborhood, noting that without this, legislators would only observe fluctuating numbers without understanding the reasons behind them.

Tilly Chang, Executive Director, added that earlier this year, Mr. Chow presented the Downtown Travel Study, which found a shift toward auto modes. She stated that the city was experiencing a slow but steady economic recovery, with travelers increasingly using cars compared to previous patterns. She indicated that the findings were based on 2023 data and were not yet fully substantiated, but the Transportation Authority planned to update this information biennially. She added that collecting such data was expensive, so staff was exploring Big Data and other cost-effective methods to measure traffic volumes. She clarified that traffic volume data alone did not explain broader congestion issues, which the countywide transportation plan team was analyzing, including growth, mode shifts, and operational conflicts. She concluded that the



Transportation Authority would continue refining its understanding and provide more precise answers over time.

Commissioner Mahmood stated that he sought clarification on understanding sources of congestion at a neighborhood level, noting that even within District 5, some blocks were highly congested while others were not. He highlighted that proximity to a highway could play a role and emphasized that identifying the reasons for congestion on a block-by-block basis would help the Board make informed decisions.

Executive Director Chang stated that staff would do their best to identify congestion sources using maps and geographic detail.

Commissioner Mahmood noted some omissions from the roadways monitored in the report and suggested that next year, District 5 corridors—such as Fillmore, McAllister, Laguna, Hayes Valley, Lower Haight, north-south streets, and the Tenderloin—should be added to the report.

Executive Director Chang replied that the Congestion Management Program network map was determined by technical criteria of facilities, including the role of arterials and traffic volumes. She added that the Transportation Authority could provide more detailed information beyond the adopted network, but changing the map itself would require board action, and it would be desirable to ensure consistency over time.

Vice Chair Sauter said he found the auto-to-speed ratio particularly interesting and hoped everyone would keep it in mind, acknowledging it was concerning to see some segments in orange and red. He highlighted the improvements on Van Ness Avenue, where transit speeds were more competitive with auto speeds (green and yellow on the map), and noted that daily riders could see these changes in real time, reflecting how transit should function. Vice Chair Sauter added he would work with the Transportation Authority and SFMTA to improve any red segments in his district to at least yellow. He also asked whether the data collection had been done in person or by sensors.

Mr. Chow explained that the data source depended on the specific metric. For example, he said that vendor-provided automobile speed data came through regional contracts, transit speeds were obtained from the SFMTA, and that staff also collected counts data every two years at approximately 20 locations in the city.

Vice Chair Sauter also requested to make future additions or modifications to the map, highlighting Stockton Street as highly congested and noted his interest in potential changes on California Street and other locations.

Chair Melgar stated that she had wanted a chart comparing transit use—Muni, BART, and Caltrain—with freeway speeds, acknowledging that even though causation could not be confirmed without further study, the chart might still illustrate a potential correlation between slower freeway speeds and reduced local and regional transit use, theorizing that people could be shifting from transit to cars.

During public comment, Heather Davies of District 4 expressed concern that the presentation did not address traffic impacts from the Great Highway closure on neighborhood streets, including 42nd, 45th, and 28th avenues. She noted the heavy traffic on these corridors and raised concerns about the Westside Potable Emergency Firefighting Water System project which coincides with construction on 19th Avenue. She highlighted Caltrans' recommendation to divert traffic to Sunset Boulevard, which



was expected to also see four and a half miles of water system construction. She emphasized that cumulative impacts from diversions, ongoing construction, and other nearby projects, along with speeding cars, remained serious neighborhood concerns. She also noted the transit-auto speed ratio map reflected where dedicated bus corridors exist, and noted that buses on 19th Avenue had speeds as slow as personal vehicles.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

8. Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E-2 Parking Lot Project – ACTION

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

9. [Final Approval on First Appearance] Authorize the Executive Director to Execute Right-of-Way Certification and All Other Related Project Agreements to Prepare for the Construction Phase for Segment 4 of the Yerba Buena Island Multi-Use Path and Transit Lane Project – ACTION

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Commissioner Dorsey conveyed his appreciation, acknowledging that securing federal funding had been more challenging than anticipated, and praised everyone's persistence and creativity in advancing the project.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Chan, Fielder, and Mandelman (3)

Other Items



10. Introduction of New Items - INFORMATION

Commissioner Walton stated that he wanted to summarize ongoing governance issues at Caltrain. He explained that historically, SamTrans had been designated as the managing agency of Caltrain and stated this model was outdated and needed to change. He said prior to his tenure on the Caltrain Joint Powers Agency (JPB) Board, Caltrain did not have its own counsel and lacked authority to hire or fire the executive director, limiting equitable decision-making. He stated that subsequently those two governance changes were made and that after Measure RR, there was agreement to continue working on governance issues, mainly the managing agency issues, the issue of shared services agreement, a salary ordinance, and conducting an audit of shared services – none of which had happened. He said that San Francisco and Santa Clara counties paid off balances owed to SamTrans to create a level playing field; however, equitable decision-making had not yet been achieved. Commissioner Walton asked in the event of a SamTrans bankruptcy, what would happen to San Francisco and Santa Clara interests given that SamTrans is the managing agency. Commissioner Walton said that he had informed Caltrain Board members that he would not support current member contribution requests, including a current \$5 million request, given the current Caltrain governance structure and the City's and SFMTA's budgetary constraints. He stated that at the last JPB meeting, he had proposed a six-month plan of work to make meaningful and codified progress, including ending the managing agency role, addressing the shared services agreement, undertaking the performance audit, as well as addressing the CalPERS successor agency and Caltrain's own salary ordinance.

Chair Melgar recommended that any commissioners with further questions reach out to Commissioner Walton, who had long served on the Caltrain Board, and over the past year, had continued efforts to advance governance progress. She added that these discussions took place alongside negotiations on potential new regional revenue measures, given the importance of all these agencies to the region.

There was no public comment.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 11:01 a.m.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 5

DATE: November 20, 2025
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 12/9/2025 Board Meeting: Allocate \$2,000,000 and Appropriate \$650,000 in Prop L Funds for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$900,000 in Prop L funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Cable Car Restoration <p>Allocate \$1,100,000 in Prop L funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 2. Tree Planting and Establishment <p>Appropriate \$650,000 in Prop L funds for:</p> <ol style="list-style-type: none"> 3. I -280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provided a brief description of the projects. Attachment 3 contains staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
---	---

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (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 included in Attachment 5, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$2,000,000 and appropriate \$650,000 in Prop L funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L FY 2025/26 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its November 19, 2025 meeting and adopted a motion of support for the staff recommendation after a lengthy discussion.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocations Summary – FY25/26
- Attachment 5 – Allocation Request Forms (3)
- Attachment 6 – Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	6	SFMTA	Cable Car Restoration	\$ 900,000	\$ 9,520,160	90%	91%	Construction	Citywide
Prop L	20	SFPW	Tree Planting and Establishment	\$ 1,100,000	\$ 6,100,000	59%	82%	Construction	9,10,11
Prop L	21	SFCTA	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds	\$ 650,000	\$ 2,750,000	71%	38%	Design	7
TOTAL				\$ 2,650,000	\$ 18,370,160				

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Muni Maintenance, Tree Planting, and Vision Zero Ramps).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works), and SFCTA (San Francisco County Transportation 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, 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.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	Cable Car Restoration	\$900,000	<p>This project is focused on maintaining the legacy and functionality of San Francisco's cable car fleet, enhancing reliability and safety for passengers and operators, and ensuring these historic vehicles remain in operation for future generations. With a total of 42 cable cars in the fleet, two cable cars at a time are rotated out of service for restoration, with each restoration taking approximately 24 months to complete. Work is performed by a team of in-house, highly skilled artisans. Key components of the restoration include full vehicle rehabilitations to address structural integrity and extend the service life of each cable car, carpentry and metalwork to restore and reinforce the car bodies, manufacturing new parts that align with the original specifications, restoration and repainting of cable cars in their original historic color schemes to preserve the visual heritage, mechanical overhauls of propulsion and braking systems to ensure the vehicles operate safely and efficiently, and preventative maintenance tasks performed outside of routine service cycles to avoid major disruptions and minimize future breakdowns. Requested funds will be used to restore four cable cars over two restoration cycles. SFMTA expects the first two cars to be fully restored and returned to service by December 2026 and the second set of two cars will be returned to service by December 2028.</p>
20	SFPW	Tree Planting and Establishment	\$1,100,000	<p>Requested funds will be used to plant and establish approximately 407 street trees in Districts 9, 10, and 11. The trees will receive weekly watering for a period of three years and then receive lifetime maintenance care with Prop E funding for mature street tree care. Districts were identified and prioritized for planting based on tree census data, low canopy coverage, and equity indicators (Equity Priority Neighborhoods and Environmental Justice Communities). See the allocation request form for a map and list of candidate planting locations. SFPW expects to complete the project by June 2026.</p> <p>In addition to the trees to be planted with Prop L funds, SFPW has budgeted \$2M in Capital Improvement Program funds and \$3M in federal Inflation Reduction Act funds toward tree planting for a total of up to 2,500 trees in FY26.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
21	SFCTA	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds	\$650,000	This project will realign the existing southbound I-280 Ocean Avenue off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users. The project area, which encompasses the off-ramp and along Ocean Avenue to Howth Street, supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations and destinations in the vicinity. SFCTA is coordinating closely with City College of San Francisco which is adjacent to the project location, Caltrans, and SFMTA on other projects in the area. Requested funds will be used to finish the design phase, which is at 95% complete, including preparing final bid documents, performing utility potholing in advance of construction, and coordinating on right-of-way issue with City College. We anticipate completing design by September 2026 and could start the ~\$18 million construction phase as soon as funding is secured.
TOTAL			\$2,650,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Cable Car Restoration	\$900,000	
20	SFPW	Tree Planting and Establishment	\$1,100,000	
21	SFCTA	I-280 Southbound Ocean Ave Off- Ramp Realignment - Additional Funds	\$650,000	
TOTAL			\$ 2,650,000	

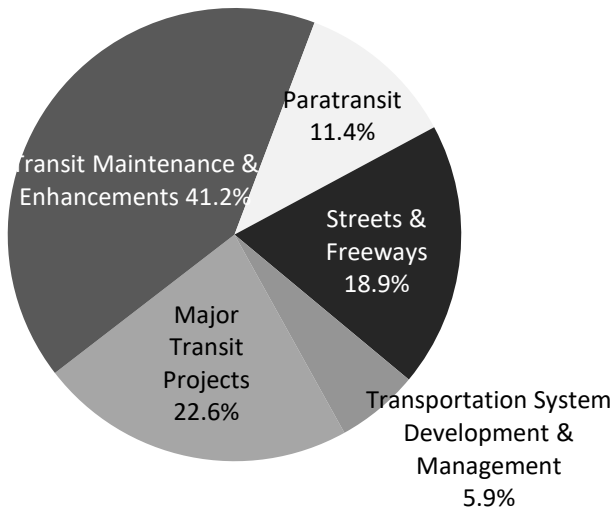
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2025/26

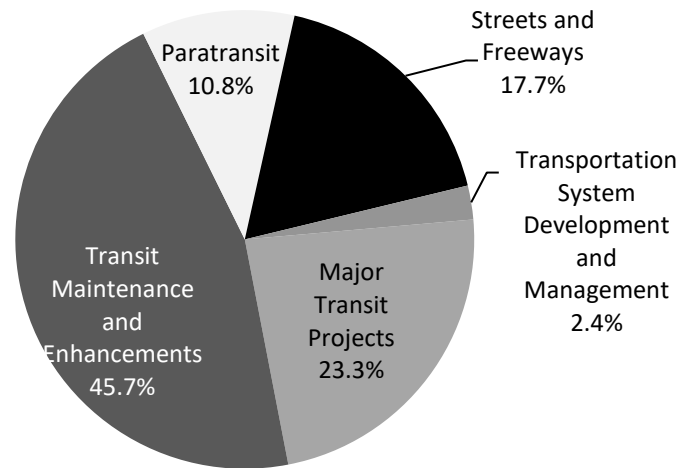
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 28,487,363	\$ 5,976,000	\$ 13,346,000	\$ 8,965,363	\$ 200,000	\$ -
Current Request(s)	\$ 2,650,000	\$ 1,125,000	\$ 1,225,000	\$ 300,000	\$ -	\$ -
New Total Allocations	\$ 31,137,363	\$ 7,101,000	\$ 14,571,000	\$ 9,265,363	\$ 200,000	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Restoration
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$900,000
Supervisory District	Citywide

REQUEST

Brief Project Description

The Cable Car Restoration Project restores and refurbishes San Francisco's historic cable car fleet. This includes full vehicle overhauls, bodywork, mechanical repairs, and paintwork to preserve the iconic appearance of the cars while ensuring their safe operation. This project will perform restoration work to 4 of the 42 cable cars in the fleet. This work is vital to maintaining the legacy and functionality of this unique transportation system, enhancing reliability and safety for passengers and operators, and ensuring these historic vehicles remain in operation for future generations.

Detailed Scope, Project Benefits and Community Outreach

The Cable Car Restoration Project is a comprehensive program focused on the preservation, restoration, and maintenance of the historic cable car fleet operated by the SFMTA. This ongoing initiative involves multiple phases of refurbishment to ensure the fleet's reliability, safety, and historical integrity. With a total of 42 cable cars in the fleet, two cable cars at a time are rotated out of service for restoration at the Woods Division at 22nd and Indiana Streets in the Dogpatch neighborhood. Each restoration takes approximately 24 months to complete; two newly-restored cable cars are returned to service every two years. The intricate work is performed by a team of highly skilled artisans, including carpenters, machinists, painters, mechanics, pattern makers, welders, and metalworkers, who bring their expertise to safeguard these iconic vehicles for future generations.

Key components of the restoration include:

- Full vehicle rehabilitations to address structural integrity and extend the service life of each cable car.
- Carpentry and metalwork to restore and reinforce the car bodies.
- Manufacturing new parts that align with the original specifications.
- Restoration and repainting of cable cars in their original historic color schemes to preserve the visual heritage.
- Mechanical overhauls of propulsion and braking systems, ensuring the vehicles operate safely and efficiently.
- Preventative maintenance tasks performed outside of routine service cycles to avoid major disruptions and minimize future breakdowns.

Requested funds will be used to restore four cable cars. Two cable cars are currently being restored and will be 20% complete by January 2026. Requested funds will be used for the remaining 80% of work on these two cars, scheduled to return to service in December 2026. The next two cable cars will be taken out of service for restoration in January 2027 and will return to service in December 2028.

This project plays a crucial role in preserving the cultural and historical significance of San Francisco's cable car system while ensuring that it continues to function as a reliable and iconic part of the city's transit network. By prioritizing heritage conservation and operational safety, the project supports both the aesthetic value and functional utility of the cable cars for current and future generations.

Project Location

Citywide

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

Project Phase(s)

Construction (CON)

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	\$900,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Restoration
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2028
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Two cable cars are always out of service for restoration. The restoration project does not interfere with normal cable car fleet operations or with cable car facilities projects (e.g. propulsion gearbox overhauls, Cable Car Barn rehabilitation) at other locations.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Restoration
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$900,000	\$0	\$900,000
FTA Transit Capital Priorities	\$0	\$0	\$939,596	\$939,596
FTA Transit Capital Priorities (FY24 and FY25)	\$0	\$5,520,477	\$0	\$5,520,477
Prop B General Fund	\$0	\$0	\$234,899	\$234,899
TBD (e.g., Prop B or SFMTA operating funds)	\$1,484,066	\$0	\$0	\$1,484,066
Transportation Sustainability Fee	\$0	\$441,122	\$0	\$441,122
Phases In Current Request Total:	\$1,484,066	\$6,861,599	\$1,174,495	\$9,520,160

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	\$9,520,160	\$900,000	engineer's estimate based on prior restorations
Operations	\$0		
Total:	\$9,520,160	\$900,000	

% Complete of Design:	100.0%
As of Date:	06/30/2025
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY TRADE LABOR)			
Budget Line Item	Totals	% of contract	SFMTA
1. SFMTA Staff			
Carpenter	\$ 7,159,096	75%	\$ 7,159,096
Carpenter Supervisor	\$ 217,568	2%	\$ 217,568
Welder	\$ 183,572	2%	\$ 183,572
Metal Fabricator	\$ 81,352	1%	\$ 81,352
Car and Auto Painter	\$ 256,612	3%	\$ 256,612
Maintenance Machinist	\$ 1,512,044	16%	\$ 1,512,044
Subtotal	\$ 9,410,244	99%	\$ 9,410,244
2. Project Management/ Support	\$ 109,916	1%	\$ 109,916
TOTAL CONSTRUCTION PHASE	\$ 9,520,160		\$ 9,520,160

SUMMARY BY MAJOR LINE ITEM (BY SYSTEM)			
Budget Line Item	Totals	% of contract	SFMTA
1. Systems to Be Restored			
Car Body Carpentry	\$ 7,159,096	75%	\$ 7,159,096
Carpenter Supervisor	\$ 217,568	2%	\$ 217,568
Car Body Metalwork	\$ 183,572	2%	\$ 183,572
New Parts Manufacturing	\$ 81,352	1%	\$ 81,352
Car Body Painting	\$ 256,612	3%	\$ 256,612
Preventative Maintenance and Mechanical Overhauls of Propulsion and Braking Systems	\$ 1,512,044	16%	\$ 1,512,044
Subtotal	\$ 9,410,244	99%	\$ 9,410,244
2. Project Management/ Support	\$ 109,916	1%	\$ 109,916
TOTAL CONSTRUCTION PHASE	\$ 9,520,160		\$ 9,520,160

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Restoration
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

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

SGA Project Number:		Name:	Cable Car Restoration
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2029
Phase:	Construction	Fundshare:	9.5%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-206	\$300,000	\$300,000	\$300,000	\$900,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. cars returning to 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.

2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions.

3. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	90.55%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.55%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Restoration
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

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

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Emmanuel Enriquez	Kathryn Studwell
Title:	Manager of Fleet Maintenance	Grant Administration Manager
Phone:	(415) 401-3621	(415) 517-7015
Email:	emmanuel.enriquez@sfmta.com	kathryn.studwell@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Tree Planting
Current PROP L Request:	\$1,100,000
Supervisory Districts	District 09, District 10, District 11

REQUEST

Brief Project Description

San Francisco Public Works will plant and establish approximately 407 street trees in Districts 9, 10, and 11. The trees will receive weekly watering for a period of three years and then receive lifetime maintenance care through StreetTreeSF's guaranteed funding program. These districts were identified and prioritized for planting based on tree census data, low canopy coverage, and equity indicators (Equity Priority Neighborhoods and Environmental Justice Communities).

Detailed Scope, Project Benefits and Community Outreach

In FY25/26, Public Works will plant and establish 407 street trees in 15-gallon containers using Prop L Tree Planting funds. Once established, these trees will be maintained with the Prop E funding available for mature street tree care. The preliminary planting list includes neighborhoods in Districts 9, 10, and 11 with below-average tree canopy and heightened exposure to extreme heat and air pollution. These plantings will result in improved public health outcomes, enhance neighborhood livability, and promote a more equitable distribution of urban tree cover across southeast San Francisco. Each planting will involve site inspections, utility clearances, site preparation, and community outreach to ensure proper coordination and long-term success.

Public Works will partner with local nonprofit organizations to implement tree planting and establishment phases of the project. See the attached map and list of candidate planting locations. Prop L funds will not be used for planting within census tracts covered under Public Works Inflation Reduction Act (IRA) grant with the U.S. Forest Service (see attached map for reference).

In addition to the trees to be planted with Prop L funds, SFPW has budgeted \$2M in Capital Improvement Program funds and \$3M in federal Inflation Reduction Act funds toward tree planting for a total of up to 2,500 trees in FY26.

Project Location

Planting prioritized in Districts 9, 10, 11

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	\$1,100,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Public Works will work with non-profit partners including Friends of the Urban Forest and San Francisco Clean City Coalition to coordinate tree planting and watering in Districts 9, 10 and 11 as well as conduct community planting events, participate in community meetings and coordinate with District Supervisor offices to notify residents of upcoming tree planting projects.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-220: Tree Planting	\$0	\$1,100,000	\$0	\$1,100,000
Capital Improvement Program	\$0	\$0	\$2,000,000	\$2,000,000
Inflation Reduction Act	\$0	\$0	\$3,000,000	\$3,000,000
Phases In Current Request Total:	\$0	\$1,100,000	\$5,000,000	\$6,100,000

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	\$6,100,000	\$1,100,000	Prior work
Operations	\$0		
Total:	\$6,100,000	\$1,100,000	

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

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET - TREE PLANTING AND ESTABLISHMENT

SUMMARY BY MAJOR LINE ITEM				
Budget Line Item	Number of Trees	Unit Cost	Total Cost	Description
SFPW Labor - Tree Planting and Establishment	407	2,573	1,047,497	Planting (new and replacement) and establish trees
Tree Planting materials and supplies	407	129	52,503	Tree, stakes, ties, mulch, watering bags, etc.
TOTAL CONSTRUCTION PHASE			\$ 1,100,000	

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,100,000	Total PROP L Recommended	\$1,100,000

SGA Project Number:		Name:	Tree Planting and Establishment
Sponsor:	Department of Public Works	Expiration Date:	06/30/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-220	\$275,000	\$825,000	\$1,100,000

Deliverables
1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, number and location of trees planted and established to date, 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.

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:	FY2025/26
Project Name:	Tree Planting and Establishment
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,100,000
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

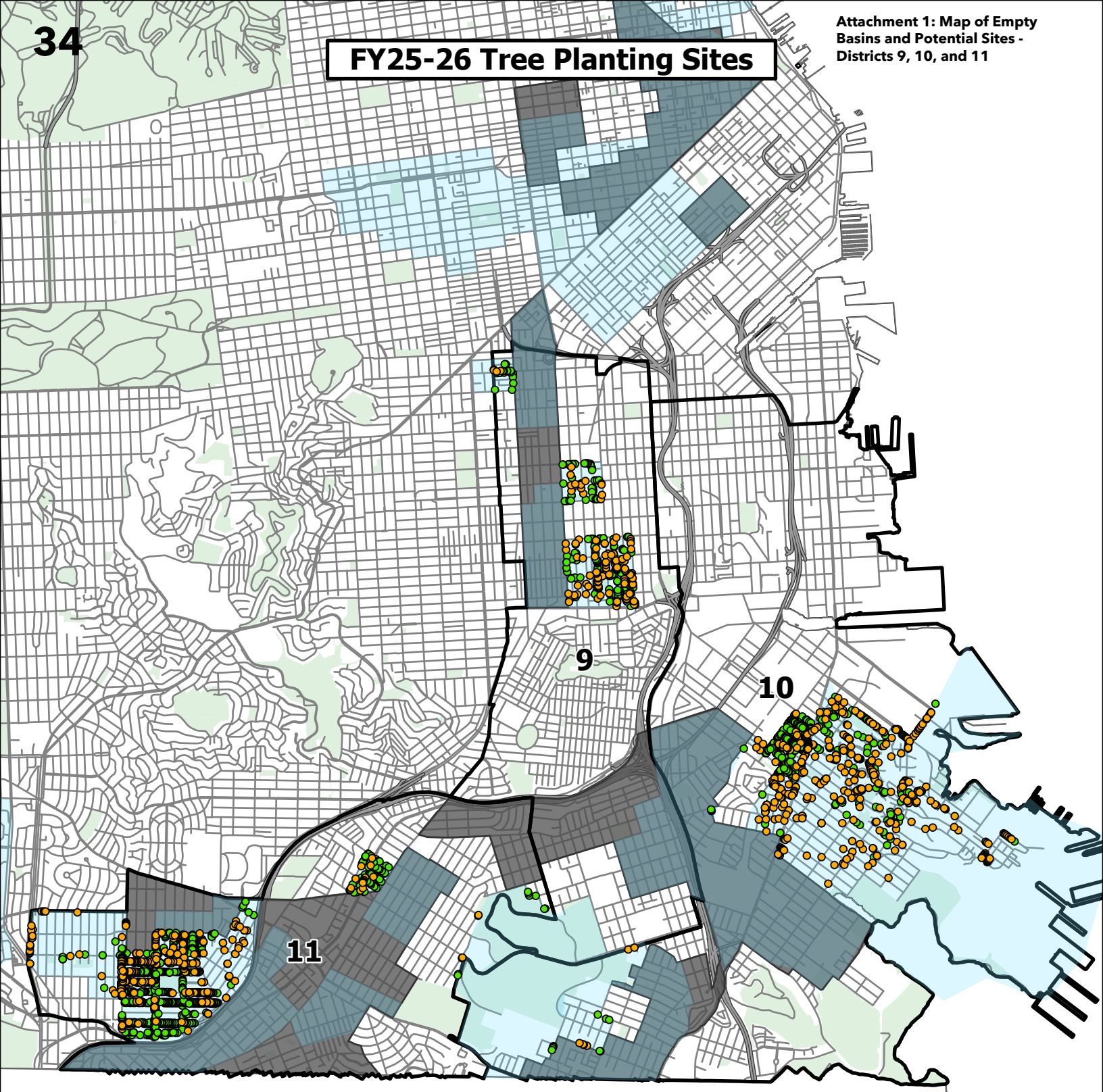
SH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Moore	Victoria Chan
Title:	Superintendent, Bureau of Urban Forestry	Budget Manager
Phone:	(415) 695-2097	(415) 205-6316
Email:	david.moore@sfdpw.org	victoria.w.chan@sfdpw.org

FY25-26 Tree Planting Sites

Attachment 1: Map of Empty
Basins and Potential Sites -
Districts 9, 10, and 11



- Empty Basins in EPCs - D9, 10, 11 Excluding Federal Grant Boundary
- Potential Sites in EPCs - D9, 10, 11 Excluding Federal Grant Boundary

Equity Priority Communities

Federal Grant Boundary

BOS Districts 9, 10, & 11

Note: Empty basins defined as Species = Planting site (plant) : Planting Site (plant) OR PlantType = Empty; Potential sites defined as Species = Potential Site

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	1000 Treat Ave	Potential Site	Yes	1
9	1001 Treat Ave	Vacant Basin	Yes	1
9	1004 Treat Ave	Potential Site	Yes	1
9	1006 Treat Ave	Potential Site	Yes	1
9	1007 Shotwell St	Potential Site	Yes	1
9	1009 Treat Ave	Potential Site	Yes	1
9	1040 Treat Ave	Potential Site	Yes	1
9	1046 Treat Ave	Potential Site	Yes	1
9	1057 Treat Ave	Vacant Basin	Yes	1
9	1060 Treat Ave	Potential Site	Yes	1
9	1074 Treat Ave	Potential Site	Yes	1
9	1098 Treat Ave	Potential Site	Yes	2
9	1100 Alabama St	Potential Site	Yes	1
9	1100 Shotwell St	Vacant Basin	Yes	1
9	1100 Treat Ave	Potential Site	Yes	1
9	1108 Alabama St	Potential Site	Yes	1
9	1109 Alabama St	Vacant Basin	Yes	1
9	1115 Treat Ave	Potential Site	Yes	1
9	1117 Treat Ave	Potential Site	Yes	1
9	1121 Treat Ave	Potential Site	Yes	1
9	1127 Treat Ave	Potential Site	Yes	1
9	1131 Treat Ave	Potential Site	Yes	1
9	1145 Shotwell St	Vacant Basin	Yes	1
9	1148 Alabama St	Potential Site	Yes	1
9	1154 Alabama St	Potential Site	Yes	1
9	1161 Treat Ave	Potential Site	Yes	1
9	1164 Florida St	Potential Site	Yes	1
9	1170 Florida St	Potential Site	Yes	1
9	1179 Florida St	Potential Site	Yes	1
9	1184 Treat Ave	Vacant Basin	Yes	1
9	1190 Alabama St	Vacant Basin	Yes	2
9	1192 Treat Ave	Vacant Basin	Yes	2
9	1199 Treat Ave	Potential Site	Yes	1
9	1200 Alabama St	Potential Site	Yes	1
9	1200 Florida St	Vacant Basin	Yes	2
9	1201 Treat Ave	Vacant Basin	Yes	8
9	1219 South Van Ness Ave	Vacant Basin	Yes	1
9	1226 Treat Ave	Potential Site	Yes	1
9	1227 Florida St	Vacant Basin	Yes	1
9	1237 Alabama St	Vacant Basin	Yes	2
9	1238 Alabama St	Potential Site	Yes	1
9	1242 Alabama St	Vacant Basin	Yes	1
9	1244 Treat Ave	Vacant Basin	Yes	1
9	1245 South Van Ness Ave	Vacant Basin	Yes	1
9	1250 Alabama St	Potential Site	Yes	4
9	1255 Alabama St	Vacant Basin	Yes	5
9	1255 Florida St	Potential Site	Yes	3

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	1256 Treat Ave	Vacant Basin	Yes	1
9	1272 Alabama St	Potential Site	Yes	1
9	1274 Treat Ave	Potential Site	Yes	1
9	1275 Florida St	Vacant Basin	Yes	1
9	1281 Florida St	Vacant Basin	Yes	1
9	1281 South Van Ness Ave	Potential Site	Yes	1
9	1282 Alabama St	Potential Site	Yes	2
9	1283 Florida St	Vacant Basin	Yes	1
9	1299 Florida St	Potential Site	Yes	2
9	1302 Florida St	Potential Site	Yes	1
9	1304 Florida St	Potential Site	Yes	1
9	1315 South Van Ness Ave	Potential Site	Yes	1
9	1319 SOUTH VAN NESS AVE	Potential Site	Yes	1
9	1322 Florida St	Vacant Basin	Yes	1
9	1323 Florida St	Vacant Basin	Yes	1
9	1325 Florida St	Potential Site	Yes	1
9	1329 Alabama St	Potential Site	Yes	1
9	1331 Alabama St	Potential Site	Yes	1
9	1332 Florida St	Vacant Basin	Yes	1
9	1333 Florida St	Potential Site	Yes	1
9	1349 South Van Ness Ave	Potential Site	Yes	1
9	1350 FLORIDA ST	Vacant Basin	Yes	1
9	1366 Florida St	Potential Site	Yes	1
9	1371 South Van Ness Ave	Potential Site	Yes	1
9	1381 Alabama St	Potential Site	Yes	2
9	1383 Florida St	Potential Site	Yes	1
9	1386 Treat Way	Vacant Basin	Yes	1
9	1398 Florida St	Potential Site	Yes	1
9	1399 Florida St	Potential Site	Yes	2
9	1401 Florida St	Vacant Basin	Yes	1
9	1404 Florida St	Potential Site	Yes	1
9	1423 Alabama St	Potential Site	Yes	2
9	1425 Florida St	Vacant Basin	Yes	1
9	1426 Florida St	Vacant Basin	Yes	1
9	1441 Florida St	Vacant Basin	Yes	1
9	1442 Alabama St	Potential Site	Yes	1
9	1450 Alabama St	Vacant Basin	Yes	1
9	1451 Florida St	Vacant Basin	Yes	1
9	1454 Alabama St	Vacant Basin	Yes	1
9	1497 South Van Ness Ave	Vacant Basin	Yes	1
9	1515 South Van Ness Ave	Vacant Basin	Yes	2
9	1700 15th St	Potential Site	Yes	1
9	199 GUERRERO ST	Potential Site	Yes	1
9	199 GUERRERO ST	Vacant Basin	Yes	1
9	2 Brosnan St	Potential Site	Yes	3
9	2404 Folsom St	Vacant Basin	Yes	1
9	2404 Harrison St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	2406 Harrison St	Vacant Basin	Yes	1
9	2408 Folsom St	Vacant Basin	Yes	1
9	2410 Folsom St	Vacant Basin	Yes	1
9	2430 Folsom St	Vacant Basin	Yes	1
9	2463 Folsom St	Vacant Basin	Yes	1
9	2476 Harrison St	Vacant Basin	Yes	1
9	2510 BRYANT ST	Vacant Basin	Yes	1
9	2520 BRYANT ST	Vacant Basin	Yes	1
9	2536 Bryant St	Vacant Basin	Yes	1
9	2570 Bryant St	Vacant Basin	Yes	1
9	2598 Bryant St	Potential Site	Yes	2
9	2710 HARRISON ST	Vacant Basin	Yes	1
9	2712 Harrison St	Potential Site	Yes	1
9	2718 Bryant St	Vacant Basin	Yes	1
9	2730 Bryant St	Potential Site	Yes	1
9	2730 Bryant St	Vacant Basin	Yes	2
9	2774 Bryant St	Potential Site	Yes	1
9	2789 Harrison St	Vacant Basin	Yes	1
9	2790 HARRISON ST	Vacant Basin	Yes	1
9	2803 Harrison St	Potential Site	Yes	1
9	2805 Harrison St	Potential Site	Yes	1
9	2807 Harrison St	Vacant Basin	Yes	1
9	2828 Harrison St	Vacant Basin	Yes	1
9	2832 Harrison St	Vacant Basin	Yes	1
9	2840 Harrison St	Vacant Basin	Yes	1
9	2848 Bryant St	Vacant Basin	Yes	1
9	2850 Bryant St	Vacant Basin	Yes	2
9	2851 23rd St	Potential Site	Yes	1
9	2863 23rd St	Potential Site	Yes	1
9	2864 Bryant St	Potential Site	Yes	1
9	2868 Harrison St	Vacant Basin	Yes	1
9	2872 Harrison St	Potential Site	Yes	1
9	2884 BRYANT ST	Vacant Basin	Yes	1
9	2886 Harrison St	Potential Site	Yes	1
9	2889 24TH ST	Vacant Basin	Yes	1
9	2895 25th St	Vacant Basin	Yes	1
9	2904 21st St	Vacant Basin	Yes	1
9	2908 21st St	Potential Site	Yes	1
9	2926 21st St	Potential Site	Yes	1
9	2929 23rd St	Vacant Basin	Yes	1
9	2934 21st St	Potential Site	Yes	1
9	2936 21st St	Potential Site	Yes	1
9	2948 Folsom St	Vacant Basin	Yes	1
9	295 Guerrero St	Potential Site	Yes	1
9	2950 24th St	Vacant Basin	Yes	1
9	2950 25th St	Potential Site	Yes	1
9	2951 25th St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	2951 FOLSOM ST	Vacant Basin	Yes	1
9	2953 25th St	Vacant Basin	Yes	1
9	2961 26th St	Potential Site	Yes	2
9	2962 24th St	Potential Site	Yes	1
9	2962 24th St	Vacant Basin	Yes	1
9	2966 26th St	Potential Site	Yes	1
9	2967 26th St	Vacant Basin	Yes	1
9	2968 Cesar Chavez St	Potential Site	Yes	1
9	2970 25th St	Potential Site	Yes	1
9	2971 26th St	Potential Site	Yes	1
9	2973 26th St	Potential Site	Yes	1
9	2981 25th St	Potential Site	Yes	2
9	2981 26th St	Vacant Basin	Yes	1
9	2981 Harrison St	Potential Site	Yes	1
9	2983 Harrison St	Potential Site	Yes	1
9	2987 24th St	Potential Site	Yes	1
9	2990 21st St	Potential Site	Yes	1
9	2997 Harrison St	Vacant Basin	Yes	1
9	3000 25th St	Vacant Basin	Yes	2
9	3005 23rd St	Potential Site	Yes	1
9	3012 25th St	Potential Site	Yes	1
9	3016 26th St	Potential Site	Yes	1
9	3019 23rd St	Potential Site	Yes	1
9	302 Valencia St	Potential Site	Yes	1
9	3025 23rd St	Potential Site	Yes	1
9	3036 26th St	Potential Site	Yes	2
9	304 Valencia St	Potential Site	Yes	1
9	3043 Harrison St	Potential Site	Yes	1
9	3050 24TH ST	Vacant Basin	Yes	1
9	3050 26th St	Potential Site	Yes	2
9	3050 Cesar Chavez St	Vacant Basin	Yes	1
9	3051 26th St	Potential Site	Yes	2
9	3052 25th St	Potential Site	Yes	1
9	3055 23rd St	Potential Site	Yes	1
9	3062 25th St	Potential Site	Yes	1
9	3067 25th St	Potential Site	Yes	1
9	3069 23rd St	Potential Site	Yes	1
9	3069 25th St	Potential Site	Yes	2
9	3075 26th St	Potential Site	Yes	1
9	3088 21st St	Potential Site	Yes	3
9	3092 21st St	Potential Site	Yes	2
9	3098 25th St	Vacant Basin	Yes	1
9	3099 23rd St	Potential Site	Yes	1
9	3099 26th St	Potential Site	Yes	3
9	3100 25th St	Vacant Basin	Yes	1
9	3107 24TH ST	Vacant Basin	Yes	1
9	3120 25th St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	3126 25th St	Potential Site	Yes	1
9	3138 24th St	Vacant Basin	Yes	1
9	3145 23rd St	Vacant Basin	Yes	1
9	3149 26th St	Vacant Basin	Yes	1
9	3161 19th St	Potential Site	Yes	2
9	3161 24th St	Potential Site	Yes	1
9	3163 19th St	Potential Site	Yes	1
9	3165 24th St	Potential Site	Yes	1
9	3168 26th St	Potential Site	Yes	1
9	3186 25th St	Vacant Basin	Yes	1
9	3187 19th St	Potential Site	Yes	1
9	3189 19th St	Potential Site	Yes	1
9	3200 26th St	Vacant Basin	Yes	1
9	3211 20th St	Potential Site	Yes	1
9	3236 19th St	Potential Site	Yes	2
9	3250 20th St	Potential Site	Yes	3
9	3255 25th St	Potential Site	Yes	3
9	3260 26th St	Vacant Basin	Yes	1
9	3261 19th St	Potential Site	Yes	3
9	3273 26th St	Potential Site	Yes	7
9	3273 Virgil St	Potential Site	Yes	1
9	3279 19th St	Potential Site	Yes	2
9	3285 25th St	Potential Site	Yes	1
9	3290 20th St	Vacant Basin	Yes	1
9	330 Valencia St	Potential Site	Yes	1
9	3331 20th St	Vacant Basin	Yes	1
9	3381 20th St	Potential Site	Yes	1
9	3421 25th St	Potential Site	Yes	1
9	370 Valencia St	Potential Site	Yes	1
9	400 14th St	Potential Site	Yes	1
9	401 14th St	Potential Site	Yes	2
9	428 14th St	Potential Site	Yes	1
9	446 14th St	Potential Site	Yes	1
9	449 14th St	Potential Site	Yes	1
9	454 14th St	Potential Site	Yes	1
9	461 14th St	Potential Site	Yes	1
9	466 14th St	Vacant Basin	Yes	1
9	480 14th St	Vacant Basin	Yes	1
9	483 14th St	Potential Site	Yes	1
9	502 Shotwell St	Potential Site	Yes	1
9	555 Shotwell St	Vacant Basin	Yes	1
9	564 Shotwell St	Vacant Basin	Yes	1
9	571 Shotwell St	Potential Site	Yes	1
9	600 Treat Ave	Potential Site	Yes	3
9	601 Treat Ave	Potential Site	Yes	1
9	602 Shotwell St	Vacant Basin	Yes	1
9	625 Shotwell St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
9	640 Shotwell St	Vacant Basin	Yes	1
9	651 Treat Ave	Potential Site	Yes	1
9	670 Shotwell St	Potential Site	Yes	1
9	672 Shotwell St	Potential Site	Yes	1
9	726 Treat Ave	Potential Site	Yes	1
9	733 Treat Ave	Potential Site	Yes	1
9	745 Treat Ave	Potential Site	Yes	2
9	754 Treat Ave	Potential Site	Yes	1
9	785 Treat Ave	Potential Site	Yes	2
9	798 Treat Ave	Potential Site	Yes	1
9	799 Treat Ave	Potential Site	Yes	2
9	923 Shotwell St	Vacant Basin	Yes	2
9	934 Shotwell St	Potential Site	Yes	1
9	977 Shotwell St	Potential Site	Yes	1
9	987 Shotwell St	Potential Site	Yes	1
10	1 Ardath Ct	Vacant Basin	Yes	1
10	1 Flora St	Vacant Basin	Yes	11
10	1 Lane St	Vacant Basin	Yes	1
10	1 Middle Point Rd	Vacant Basin	Yes	8
10	1 Vesta St	Potential Site	Yes	3
10	1 Westbrook Ct	Potential Site	Yes	1
10	10 Cashmere St	Vacant Basin	Yes	1
10	10 Garlington Ct	Potential Site	Yes	1
10	100 CARGO WAY	Potential Site	Yes	1
10	100 Harbor Rd	Vacant Basin	Yes	2
10	1000 Innes Ave	Vacant Basin	Yes	4
10	1000 Newhall St	Potential Site	Yes	1
10	1000 Oakdale Ave	Vacant Basin	Yes	2
10	1001 Innes Ave	Vacant Basin	Yes	4
10	1001 Phelps St	Potential Site	Yes	2
10	101 Harbor Rd	Vacant Basin	Yes	4
10	101 JENNINGS ST	Potential Site	Yes	2
10	101 JENNINGS ST	Vacant Basin	Yes	10
10	1013 Oakdale Ave	Potential Site	Yes	3
10	1013 Oakdale Ave	Vacant Basin	Yes	1
10	1016 Sunnydale Ave	Potential Site	Yes	2
10	1017 Phelps St	Potential Site	Yes	1
10	102 Whitney Young Cir	Vacant Basin	Yes	1
10	1021 Newhall St	Vacant Basin	Yes	5
10	1025 Phelps St	Potential Site	Yes	1
10	1030 OAKDALE AVE	Vacant Basin	Yes	1
10	1032 Oakdale Ave	Vacant Basin	Yes	1
10	1040 Palou Ave	Potential Site	Yes	1
10	1040 Palou Ave	Vacant Basin	Yes	1
10	1050 INGALLS ST	Vacant Basin	Yes	1
10	1051 Ingalls St	Potential Site	Yes	2
10	1051 Ingalls St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1051 Phelps St	Potential Site	Yes	2
10	1086 INNES AVE	Vacant Basin	Yes	2
10	11 BELL CT	Vacant Basin	Yes	1
10	11 Lillian St	Potential Site	Yes	1
10	1100 Newhall St	Vacant Basin	Yes	1
10	1118 Newhall St	Potential Site	Yes	1
10	1124 Newhall St	Potential Site	Yes	1
10	1125 Newhall St	Vacant Basin	Yes	1
10	1135 Evans Ave	Vacant Basin	Yes	9
10	1135 Phelps St	Potential Site	Yes	2
10	1145 Phelps St	Potential Site	Yes	1
10	1150 Evans Ave	Vacant Basin	Yes	3
10	1151 Fairfax Ave	Vacant Basin	Yes	1
10	1151 Newhall St	Vacant Basin	Yes	1
10	1176 Ingalls St	Vacant Basin	Yes	2
10	1189 La Salle Ave	Potential Site	Yes	1
10	119 Whitney Young Cir	Potential Site	Yes	1
10	1195 La Salle Ave	Vacant Basin	Yes	1
10	1196 La Salle Ave	Potential Site	Yes	1
10	1198 La Salle Ave	Vacant Basin	Yes	1
10	1199 EVANS AVE	Potential Site	Yes	1
10	1199 EVANS AVE	Vacant Basin	Yes	1
10	12 Ironwood Way	Vacant Basin	Yes	1
10	1200 Ingalls St	Potential Site	Yes	3
10	1200 Ingalls St	Vacant Basin	Yes	1
10	1200 Newhall St	Potential Site	Yes	1
10	1200 Shafter Ave	Vacant Basin	Yes	1
10	1201 Ingalls St	Vacant Basin	Yes	1
10	1201 Phelps St	Potential Site	Yes	2
10	1202 Sunnydale Ave	Vacant Basin	Yes	1
10	121 Jennings St	Potential Site	Yes	1
10	1212 Newhall St	Potential Site	Yes	1
10	1214 Newhall St	Potential Site	Yes	1
10	1215 Fairfax Ave	Vacant Basin	Yes	3
10	1221 Newhall St	Vacant Basin	Yes	1
10	1224 Oakdale Ave	Potential Site	Yes	1
10	123 Whitney Young Cir	Vacant Basin	Yes	1
10	1230 Sunnydale Ave	Vacant Basin	Yes	3
10	1231 Quesada Ave	Vacant Basin	Yes	1
10	1235 QUESADA AVE	Vacant Basin	Yes	1
10	1241 Ingalls St	Vacant Basin	Yes	1
10	1246 Palou Ave	Potential Site	Yes	1
10	1250 Sunnydale Ave	Vacant Basin	Yes	1
10	1251 Newhall St	Potential Site	Yes	2
10	1251 Phelps St	Potential Site	Yes	2
10	1268 Palou Ave	Potential Site	Yes	1
10	1270 Revere Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1275 Fairfax Ave	Potential Site	Yes	2
10	1275 Fairfax Ave	Vacant Basin	Yes	6
10	1280 Ingalls St	Potential Site	Yes	1
10	1280 Ingalls St	Vacant Basin	Yes	1
10	1290 PALOU AVE	Vacant Basin	Yes	1
10	1299 Hudson Ave	Vacant Basin	Yes	1
10	1300 Lane St	Vacant Basin	Yes	4
10	1300 Newcomb Ave	Vacant Basin	Yes	1
10	1300 Newhall St	Potential Site	Yes	5
10	1301 Fairfax Ave	Vacant Basin	Yes	2
10	1301 Newcomb Ave	Vacant Basin	Yes	3
10	1301 Newhall St	Potential Site	Yes	2
10	1301 Phelps St	Potential Site	Yes	2
10	1303 Underwood Ave	Vacant Basin	Yes	1
10	1322 Hudson Ave	Potential Site	Yes	2
10	1322 Hudson Ave	Vacant Basin	Yes	2
10	1322 Palou Ave	Potential Site	Yes	1
10	1325 Newhall St	Potential Site	Yes	4
10	1325 Phelps St	Potential Site	Yes	1
10	1328 Hudson Ave	Vacant Basin	Yes	1
10	1330 Revere Ave	Vacant Basin	Yes	1
10	1333 Hudson Ave	Potential Site	Yes	1
10	1335 Hudson Ave	Potential Site	Yes	2
10	1339 Hudson Ave	Vacant Basin	Yes	2
10	1341 Hudson Ave	Vacant Basin	Yes	9
10	1342 Hudson Ave	Potential Site	Yes	1
10	1345 Shafter Ave	Vacant Basin	Yes	1
10	1349 Phelps St	Potential Site	Yes	1
10	1350 Newhall St	Potential Site	Yes	2
10	1351 Hudson Ave	Potential Site	Yes	1
10	1352 Newcomb Ave	Vacant Basin	Yes	1
10	1353 Oakdale Ave	Potential Site	Yes	1
10	1355 Fairfax Ave	Potential Site	Yes	9
10	1375 FAIRFAX AVE	Potential Site	Yes	3
10	1375 FAIRFAX AVE	Vacant Basin	Yes	1
10	1375 Oakdale Ave	Potential Site	Yes	1
10	1382 Oakdale Ave	Vacant Basin	Yes	1
10	1388 Oakdale Ave	Vacant Basin	Yes	1
10	1395 Fairfax Ave	Vacant Basin	Yes	2
10	1395 Oakdale Ave	Potential Site	Yes	2
10	1396 Hawes St	Vacant Basin	Yes	2
10	1398 Hawes St	Potential Site	Yes	1
10	1398 Hudson Ave	Potential Site	Yes	1
10	1400 LA SALLE AVE	Vacant Basin	Yes	3
10	1400 Newcomb Ave	Vacant Basin	Yes	1
10	1400 Newhall St	Potential Site	Yes	1
10	1400 Phelps St	Potential Site	Yes	3

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1401 Newhall St	Potential Site	Yes	3
10	1401 Phelps St	Potential Site	Yes	2
10	1409 Hudson Ave	Potential Site	Yes	1
10	1410 QUESADA AVE	Vacant Basin	Yes	1
10	1415 Hawes St	Vacant Basin	Yes	1
10	1423 OAKDALE AVE	Vacant Basin	Yes	1
10	1427 Innes Ave	Vacant Basin	Yes	7
10	1435 Griffith St	Vacant Basin	Yes	1
10	1440 Newhall St	Potential Site	Yes	3
10	1442 Galvez Ave	Vacant Basin	Yes	1
10	1443 Phelps St	Potential Site	Yes	2
10	1444 Galvez Ave	Vacant Basin	Yes	4
10	1445 FAIRFAX AVE	Vacant Basin	Yes	1
10	1447 Keith St	Potential Site	Yes	2
10	1451 Newhall St	Potential Site	Yes	3
10	1463 VAN DYKE AVE	Vacant Basin	Yes	1
10	1470 HUDSON AVE	Vacant Basin	Yes	2
10	1470 Phelps St	Potential Site	Yes	1
10	1475 FAIRFAX AVE	Vacant Basin	Yes	1
10	1499 Mendell St	Vacant Basin	Yes	5
10	1500 Galvez Ave	Potential Site	Yes	2
10	1500 Galvez Ave	Vacant Basin	Yes	1
10	1500 LA SALLE AVE	Vacant Basin	Yes	1
10	1500 OAKDALE AVE	Vacant Basin	Yes	1
10	1501 Newhall St	Potential Site	Yes	3
10	1508 Jerrold Ave	Potential Site	Yes	1
10	1508 Oakdale Ave	Vacant Basin	Yes	1
10	1514 Oakdale Ave	Vacant Basin	Yes	1
10	1515 GALVEZ AVE	Vacant Basin	Yes	3
10	1516 Jerrold Ave	Potential Site	Yes	1
10	1524 Jerrold Ave	Potential Site	Yes	1
10	1525 Newhall St	Potential Site	Yes	1
10	1530 Hudson Ave	Potential Site	Yes	1
10	1533 Newhall St	Potential Site	Yes	1
10	1541 Hudson Ave	Potential Site	Yes	1
10	1541 Newhall St	Potential Site	Yes	1
10	1543 Innes Ave	Potential Site	Yes	1
10	1546 Hudson Ave	Potential Site	Yes	1
10	1546 Quint St	Potential Site	Yes	1
10	1547 Hudson Ave	Potential Site	Yes	1
10	1548 La Salle Ave	Potential Site	Yes	1
10	1555 GALVEZ AVE	Vacant Basin	Yes	1
10	1555 Innes Ave	Potential Site	Yes	1
10	1556 Hudson Ave	Potential Site	Yes	1
10	1560 Hudson Ave	Potential Site	Yes	1
10	1563 Jerrold Ave	Vacant Basin	Yes	1
10	1570 Innes Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1574 Jerrold Ave	Potential Site	Yes	1
10	1579 Hudson Ave	Potential Site	Yes	1
10	1580 Hudson Ave	Potential Site	Yes	1
10	1581 Innes Ave	Potential Site	Yes	2
10	1583 SHAFTER AVE	Vacant Basin	Yes	1
10	1590 Shafter Ave	Vacant Basin	Yes	2
10	1593 Hudson Ave	Vacant Basin	Yes	1
10	1598 Lane St	Vacant Basin	Yes	1
10	1599 Van Dyke Ave	Vacant Basin	Yes	3
10	16 Beatrice Ln	Potential Site	Yes	2
10	1600 La Salle Ave	Potential Site	Yes	2
10	1600 McKinnon Ave	Vacant Basin	Yes	1
10	1600 PALOU AVE	Vacant Basin	Yes	1
10	1601 Newhall St	Potential Site	Yes	1
10	1601 Newhall St	Vacant Basin	Yes	1
10	1601 Palou Ave	Potential Site	Yes	1
10	1605 Jerrold Ave	Potential Site	Yes	1
10	1610 Kirkwood Ave	Potential Site	Yes	1
10	1613 OAKDALE AVE	Vacant Basin	Yes	2
10	1615 QUESADA AVE	Vacant Basin	Yes	1
10	1616 La Salle Ave	Potential Site	Yes	1
10	1618 OAKDALE AVE	Vacant Basin	Yes	2
10	1618 QUESADA AVE	Vacant Basin	Yes	1
10	1619 Jerrold Ave	Potential Site	Yes	1
10	1620 Kirkwood Ave	Potential Site	Yes	1
10	1620 La Salle Ave	Potential Site	Yes	1
10	1625 INGALLS ST	Vacant Basin	Yes	1
10	1628 Kirkwood Ave	Potential Site	Yes	1
10	1628 Oakdale Ave	Vacant Basin	Yes	1
10	1628 Palou Ave	Potential Site	Yes	1
10	1629 Oakdale Ave	Potential Site	Yes	1
10	1631 Kirkwood Ave	Potential Site	Yes	1
10	1631 Palou Ave	Potential Site	Yes	1
10	1633 Oakdale Ave	Potential Site	Yes	1
10	1634 Kirkwood Ave	Potential Site	Yes	2
10	1634 Palou Ave	Potential Site	Yes	1
10	1635 Jerrold Ave	Potential Site	Yes	1
10	1635 McKinnon Ave	Potential Site	Yes	2
10	1639 Jerrold Ave	Potential Site	Yes	1
10	1640 McKinnon Ave	Potential Site	Yes	3
10	1641 La Salle Ave	Potential Site	Yes	1
10	1641 McKinnon Ave	Potential Site	Yes	1
10	1643 Kirkwood Ave	Potential Site	Yes	1
10	1644 Oakdale Ave	Potential Site	Yes	1
10	1645 McKinnon Ave	Potential Site	Yes	1
10	1646 Kirkwood Ave	Potential Site	Yes	1
10	1647 Kirkwood Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1649 McKinnon Ave	Potential Site	Yes	1
10	1649 NEWHALL ST	Vacant Basin	Yes	1
10	1650 La Salle Ave	Potential Site	Yes	3
10	1651 Kirkwood Ave	Potential Site	Yes	1
10	1651 McKinnon Ave	Potential Site	Yes	1
10	1651 Wallace Ave	Vacant Basin	Yes	6
10	1652 Palou Ave	Potential Site	Yes	1
10	1653 Oakdale Ave	Potential Site	Yes	1
10	1654 Kirkwood Ave	Potential Site	Yes	2
10	1656 Palou Ave	Potential Site	Yes	1
10	1659 Kirkwood Ave	Potential Site	Yes	1
10	1660 La Salle Ave	Vacant Basin	Yes	1
10	1661 Palou Ave	Potential Site	Yes	1
10	1663 Kirkwood Ave	Potential Site	Yes	1
10	1666 Kirkwood Ave	Potential Site	Yes	1
10	1667 Jerrold Ave	Potential Site	Yes	1
10	1670 Palou Ave	Potential Site	Yes	1
10	1675 Kirkwood Ave	Potential Site	Yes	1
10	1675 Palou Ave	Potential Site	Yes	1
10	1679 Kirkwood Ave	Potential Site	Yes	1
10	1680 Oakdale Ave	Potential Site	Yes	1
10	1683 Kirkwood Ave	Potential Site	Yes	1
10	1684 McKinnon Ave	Potential Site	Yes	1
10	1685 Oakdale Ave	Potential Site	Yes	1
10	1686 Kirkwood Ave	Potential Site	Yes	1
10	1687 Kirkwood Ave	Potential Site	Yes	1
10	1690 Kirkwood Ave	Potential Site	Yes	1
10	1690 Palou Ave	Potential Site	Yes	1
10	1698 La Salle Ave	Potential Site	Yes	4
10	1698 Yosemite Ave	Vacant Basin	Yes	3
10	1699 Kirkwood Ave	Potential Site	Yes	2
10	1699 Oakdale Ave	Potential Site	Yes	1
10	1700 Ingalls St	Vacant Basin	Yes	1
10	1700 QUESADA AVE	Vacant Basin	Yes	2
10	1700 Revere Ave	Potential Site	Yes	1
10	1700 Revere Ave	Vacant Basin	Yes	1
10	1701 Keith St	Vacant Basin	Yes	3
10	1701 McKinnon Ave	Potential Site	Yes	1
10	1702 La Salle Ave	Potential Site	Yes	1
10	1704 La Salle Ave	Potential Site	Yes	1
10	1707 La Salle Ave	Potential Site	Yes	1
10	1709 McKinnon Ave	Potential Site	Yes	1
10	1710 Newcomb Ave	Vacant Basin	Yes	1
10	1710 Oakdale Ave	Potential Site	Yes	1
10	1711 McKinnon Ave	Potential Site	Yes	1
10	1713 McKinnon Ave	Potential Site	Yes	1
10	1715 Oakdale Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1716 McKinnon Ave	Potential Site	Yes	2
10	1717 McKinnon Ave	Potential Site	Yes	1
10	1719 McKinnon Ave	Potential Site	Yes	1
10	1719 Revere Ave	Vacant Basin	Yes	1
10	1723 McKinnon Ave	Potential Site	Yes	1
10	1724 McKinnon Ave	Potential Site	Yes	1
10	1725 McKinnon Ave	Potential Site	Yes	1
10	1726 NEWCOMB AVE	Vacant Basin	Yes	1
10	1727 McKinnon Ave	Potential Site	Yes	1
10	1729 Oakdale Ave	Potential Site	Yes	1
10	1730 McKinnon Ave	Potential Site	Yes	1
10	1730 Oakdale Ave	Potential Site	Yes	2
10	1731 La Salle Ave	Vacant Basin	Yes	1
10	1731 Oakdale Ave	Potential Site	Yes	1
10	1732 La Salle Ave	Potential Site	Yes	1
10	1734 NEWCOMB AVE	Vacant Basin	Yes	1
10	1734 PALOU AVE	Vacant Basin	Yes	1
10	1735 McKinnon Ave	Potential Site	Yes	1
10	1737 Oakdale Ave	Potential Site	Yes	1
10	1742 La Salle Ave	Vacant Basin	Yes	1
10	1743 Revere Ave	Potential Site	Yes	1
10	1746 McKinnon Ave	Potential Site	Yes	1
10	1746 Revere Ave	Potential Site	Yes	1
10	1747 Newcomb Ave	Vacant Basin	Yes	1
10	1750 La Salle Ave	Potential Site	Yes	1
10	1750 McKinnon Ave	Potential Site	Yes	1
10	1751 La Salle Ave	Potential Site	Yes	1
10	1753 Revere Ave	Potential Site	Yes	1
10	1754 Revere Ave	Vacant Basin	Yes	1
10	1756 McKinnon Ave	Potential Site	Yes	1
10	1756 NEWCOMB AVE	Vacant Basin	Yes	1
10	1760 Revere Ave	Potential Site	Yes	1
10	1762 Oakdale Ave	Potential Site	Yes	1
10	1766 McKinnon Ave	Potential Site	Yes	1
10	1770 Oakdale Ave	Potential Site	Yes	1
10	1771 La Salle Ave	Potential Site	Yes	1
10	1772 La Salle Ave	Potential Site	Yes	1
10	1773 McKinnon Ave	Potential Site	Yes	1
10	1774 McKinnon Ave	Potential Site	Yes	1
10	1774 Revere Ave	Potential Site	Yes	1
10	1775 McKinnon Ave	Potential Site	Yes	1
10	1775 Newcomb Ave	Vacant Basin	Yes	1
10	1777 REVERE AVE	Vacant Basin	Yes	1
10	1779 McKinnon Ave	Potential Site	Yes	2
10	1780 Oakdale Ave	Potential Site	Yes	2
10	1782 La Salle Ave	Potential Site	Yes	1
10	1782 REVERE AVE	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	1783 Newcomb Ave	Vacant Basin	Yes	1
10	1788 Revere Ave	Vacant Basin	Yes	1
10	1790 La Salle Ave	Potential Site	Yes	1
10	1790 Oakdale Ave	Potential Site	Yes	1
10	1791 La Salle Ave	Potential Site	Yes	1
10	1791 Revere Ave	Vacant Basin	Yes	1
10	1795 Oakdale Ave	Potential Site	Yes	1
10	1799 McKinnon Ave	Potential Site	Yes	1
10	18 Ceres St	Vacant Basin	Yes	1
10	1801 Ingalls St	Vacant Basin	Yes	2
10	1801 Newhall St	Potential Site	Yes	1
10	1820 PALOU AVE	Vacant Basin	Yes	2
10	1845 OAKDALE AVE	Vacant Basin	Yes	1
10	1863 OAKDALE AVE	Vacant Basin	Yes	1
10	1898 Ingalls St	Vacant Basin	Yes	1
10	1898 Lane St	Vacant Basin	Yes	2
10	1920 Ingalls St	Vacant Basin	Yes	3
10	1925 Ingalls St	Vacant Basin	Yes	1
10	2 Garlington Ct	Vacant Basin	Yes	1
10	2 Lucy St	Vacant Basin	Yes	1
10	2 Progress St	Vacant Basin	Yes	1
10	20 Commer Ct	Potential Site	Yes	1
10	200 Cashmere St	Vacant Basin	Yes	1
10	200 Harbor Rd	Potential Site	Yes	1
10	200 Harbor Rd	Vacant Basin	Yes	3
10	200 Jerrold Ave	Vacant Basin	Yes	2
10	200 MIDDLE POINT RD	Vacant Basin	Yes	5
10	2000 Jennings St	Vacant Basin	Yes	1
10	2001 Lane St	Vacant Basin	Yes	1
10	201 CASHMERE ST	Vacant Basin	Yes	1
10	201 Harbor Rd	Potential Site	Yes	1
10	21 Commer Ct	Vacant Basin	Yes	1
10	215 Middle Point Rd	Potential Site	Yes	1
10	218 Cashmere St	Potential Site	Yes	1
10	2220 INGALLS ST	Vacant Basin	Yes	1
10	25 Bay View St	Vacant Basin	Yes	2
10	251 Middle Point Rd	Potential Site	Yes	1
10	251 Middle Point Rd	Vacant Basin	Yes	1
10	254 Hahn St	Potential Site	Yes	2
10	266 Hahn St	Potential Site	Yes	1
10	27 COMMER CT	Vacant Basin	Yes	1
10	27 LATONA ST	Vacant Basin	Yes	1
10	27 Reddy St	Vacant Basin	Yes	1
10	274 Hahn St	Potential Site	Yes	1
10	299 Cashmere St	Potential Site	Yes	1
10	299 Cashmere St	Vacant Basin	Yes	9
10	300 Catalina St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	301 Cashmere St	Vacant Basin	Yes	9
10	301 Friedell St	Vacant Basin	Yes	5
10	31 Thornton Ave	Vacant Basin	Yes	1
10	35 HUDSON AVE	Vacant Basin	Yes	1
10	351 Leland Ave	Potential Site	Yes	1
10	369 Leland Ave	Potential Site	Yes	1
10	4 Jakey Ct	Vacant Basin	Yes	1
10	40 Bay View St	Vacant Basin	Yes	1
10	400 Leland Ave	Potential Site	Yes	1
10	401 Galvez Ave	Potential Site	Yes	1
10	401 Galvez Ave	Vacant Basin	Yes	7
10	404 Hawes St	Vacant Basin	Yes	1
10	41 GARLINGTON CT	Vacant Basin	Yes	1
10	4101 03rd St	Vacant Basin	Yes	1
10	4300 03rd St	Vacant Basin	Yes	2
10	4301 03RD ST	Vacant Basin	Yes	1
10	4500 03rd St	Vacant Basin	Yes	11
10	4517 03RD ST	Vacant Basin	Yes	1
10	46 Latona St	Vacant Basin	Yes	1
10	4600 03rd St	Vacant Basin	Yes	4
10	4636 03RD ST	Vacant Basin	Yes	1
10	4700 03rd St	Vacant Basin	Yes	3
10	4702 03rd St	Vacant Basin	Yes	1
10	4704 03RD ST	Vacant Basin	Yes	1
10	4706 03rd St	Vacant Basin	Yes	1
10	4800 03RD ST	Potential Site	Yes	1
10	4900 03rd St	Vacant Basin	Yes	2
10	5 Cashmere St	Vacant Basin	Yes	1
10	50 Dedman Ct	Vacant Basin	Yes	1
10	50 Matthew Ct	Vacant Basin	Yes	1
10	50 POMONA ST	Vacant Basin	Yes	2
10	50 Whitney Young Cir	Potential Site	Yes	1
10	5000 03rd St	Vacant Basin	Yes	5
10	501 Newhall St	Potential Site	Yes	1
10	5024 03rd St	Potential Site	Yes	1
10	5048 03RD ST	Vacant Basin	Yes	1
10	5100 03rd St	Vacant Basin	Yes	2
10	5176 03RD ST	Vacant Basin	Yes	1
10	52 Ceres St	Potential Site	Yes	1
10	5210 03RD ST	Vacant Basin	Yes	1
10	5290 03rd St	Potential Site	Yes	2
10	58 WILLIAMS AVE	Vacant Basin	Yes	1
10	590 Keith St	Potential Site	Yes	1
10	595 NEWHALL ST	Vacant Basin	Yes	1
10	599 Keith St	Vacant Basin	Yes	2
10	60 REUEL CT	Vacant Basin	Yes	1
10	600 Donahue St	Vacant Basin	Yes	7

District	Address	Planting Site Type	In EPC?	Tree Site Count
10	601 Innes Ave	Vacant Basin	Yes	3
10	603 Keith St	Potential Site	Yes	1
10	604 Keith St	Potential Site	Yes	3
10	604 Keith St	Vacant Basin	Yes	1
10	621 Mendell St	Potential Site	Yes	1
10	639 Keith St	Potential Site	Yes	1
10	64 FLORA ST	Vacant Basin	Yes	1
10	65 HUDSON AVE	Vacant Basin	Yes	11
10	65 Whitney Young Cir	Vacant Basin	Yes	1
10	655 Keith St	Potential Site	Yes	1
10	7 CARPENTER CT	Vacant Basin	Yes	1
10	702 Newhall St	Potential Site	Yes	1
10	715 Mansell St	Vacant Basin	Yes	1
10	715 Newhall St	Potential Site	Yes	1
10	72 BERTHA LN	Vacant Basin	Yes	1
10	745 Newhall St	Potential Site	Yes	1
10	75 Beatrice Ln	Potential Site	Yes	1
10	78 Whitney Young Cir	Vacant Basin	Yes	1
10	795 Mansell St	Vacant Basin	Yes	1
10	8 Carpenter Ct	Vacant Basin	Yes	1
10	8 Navy Rd	Vacant Basin	Yes	1
10	80 WHITNEY YOUNG CIR	Vacant Basin	Yes	1
10	82 Whitney Young Cir	Vacant Basin	Yes	1
10	820 INNES AVE	Vacant Basin	Yes	1
10	860 INNES AVE	Vacant Basin	Yes	1
10	870 INNES AVE	Vacant Basin	Yes	1
10	880 INNES AVE	Vacant Basin	Yes	1
10	90 Kiska Rd	Vacant Basin	Yes	3
10	901 Phelps St	Potential Site	Yes	1
10	901 Phelps St	Vacant Basin	Yes	1
10	911 INNES AVE	Vacant Basin	Yes	2
10	950 Newhall St	Potential Site	Yes	3
10	951 INNES AVE	Vacant Basin	Yes	1
10	951 Phelps St	Potential Site	Yes	1
10	96 HUDSON AVE	Vacant Basin	Yes	1
10	998 Mendell St	Vacant Basin	Yes	1
11	1 Farallones St	Potential Site	Yes	1
11	1 Prague St	Vacant Basin	Yes	1
11	10 Brighton Ave	Potential Site	Yes	1
11	10 Farallones St	Potential Site	Yes	1
11	10 Granada Ave	Vacant Basin	Yes	1
11	10 Montana St	Vacant Basin	Yes	2
11	10 Thrift St	Potential Site	Yes	1
11	1000 Junipero Serra Blvd	Vacant Basin	Yes	8
11	101 Dublin St	Vacant Basin	Yes	3
11	101 Farallones St	Potential Site	Yes	1
11	1025 Junipero Serra Blvd	Vacant Basin	Yes	2

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	104 Farallones St	Potential Site	Yes	2
11	105 Sadowa St	Potential Site	Yes	2
11	106 Farallones St	Potential Site	Yes	1
11	106 Sadowa St	Potential Site	Yes	1
11	109 Caine Ave	Vacant Basin	Yes	2
11	109 Plymouth Ave	Potential Site	Yes	1
11	11 Farallones St	Potential Site	Yes	1
11	110 Farallones St	Potential Site	Yes	1
11	110 San Juan Ave	Potential Site	Yes	1
11	111 Farallones St	Potential Site	Yes	1
11	112 Farallones St	Potential Site	Yes	1
11	112 Montana St	Potential Site	Yes	1
11	112 Sagamore St	Potential Site	Yes	1
11	112 Thrift St	Vacant Basin	Yes	1
11	114 Montana St	Potential Site	Yes	1
11	115 Farallones St	Potential Site	Yes	1
11	115 Grafton Ave	Vacant Basin	Yes	1
11	115 San Juan Ave	Potential Site	Yes	1
11	115 Santa Rosa Ave	Potential Site	Yes	1
11	1165 HOLLOWAY AVE	Vacant Basin	Yes	1
11	117 Farallones St	Potential Site	Yes	1
11	118 Montana St	Potential Site	Yes	1
11	118 Sagamore St	Potential Site	Yes	1
11	119 Plymouth Ave	Potential Site	Yes	1
11	12 Harrington St	Potential Site	Yes	1
11	12 Lobos St	Vacant Basin	Yes	1
11	12 Minerva St	Vacant Basin	Yes	1
11	120 Capitol Ave	Potential Site	Yes	1
11	120 Farallones St	Potential Site	Yes	1
11	120 Montana St	Potential Site	Yes	1
11	120 Orizaba Ave	Vacant Basin	Yes	1
11	120 Sadowa St	Potential Site	Yes	1
11	120 San Juan Ave	Potential Site	Yes	1
11	1201 Junipero Serra Blvd	Vacant Basin	Yes	2
11	121 Farallones St	Potential Site	Yes	1
11	122 Farallones St	Potential Site	Yes	1
11	122 Thrift St	Potential Site	Yes	1
11	123 Farallones St	Potential Site	Yes	1
11	123 Sadowa St	Potential Site	Yes	1
11	124 Capitol Ave	Potential Site	Yes	1
11	125 Ashton Ave	Vacant Basin	Yes	1
11	125 Capitol Ave	Potential Site	Yes	3
11	125 Farallones St	Potential Site	Yes	1
11	126 Montana St	Potential Site	Yes	1
11	126 Orizaba Ave	Potential Site	Yes	1
11	126 Sagamore St	Potential Site	Yes	1
11	127 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	127 Farallones St	Potential Site	Yes	1
11	127 Sadowa St	Potential Site	Yes	1
11	128 Farallones St	Potential Site	Yes	1
11	129 Ashton Ave	Vacant Basin	Yes	1
11	13 Thrift St	Vacant Basin	Yes	1
11	131 Farallones St	Potential Site	Yes	1
11	131 Sadowa St	Potential Site	Yes	1
11	132 Farallones St	Potential Site	Yes	1
11	132 Orizaba Ave	Vacant Basin	Yes	1
11	132 Sadowa St	Potential Site	Yes	1
11	132 Sagamore St	Potential Site	Yes	1
11	132 Thrift St	Vacant Basin	Yes	1
11	133 Sadowa St	Potential Site	Yes	1
11	133 Santa Rosa Ave	Potential Site	Yes	1
11	134 Capitol Ave	Potential Site	Yes	1
11	134 Farallones St	Potential Site	Yes	1
11	1345 Holloway Ave	Vacant Basin	Yes	2
11	135 Farallones St	Potential Site	Yes	1
11	1355 Holloway Ave	Vacant Basin	Yes	1
11	136 Sagamore St	Potential Site	Yes	1
11	137 Ashton Ave	Potential Site	Yes	1
11	137 Ashton Ave	Vacant Basin	Yes	1
11	137 Farallones St	Potential Site	Yes	1
11	137 Lobos St	Vacant Basin	Yes	1
11	137 Santa Rosa Ave	Potential Site	Yes	1
11	137 Thrift St	Potential Site	Yes	1
11	1375 Holloway Ave	Vacant Basin	Yes	1
11	138 Farallones St	Potential Site	Yes	1
11	139 Farallones St	Potential Site	Yes	1
11	139 Lobos St	Vacant Basin	Yes	1
11	14 Farallones St	Potential Site	Yes	1
11	140 Sadowa St	Potential Site	Yes	1
11	141 Ashton Ave	Potential Site	Yes	1
11	141 Capitol Ave	Potential Site	Yes	1
11	141 Sadowa St	Potential Site	Yes	1
11	143 Capitol Ave	Potential Site	Yes	3
11	143 Farallones St	Potential Site	Yes	1
11	144 Orizaba Ave	Vacant Basin	Yes	1
11	144 Sadowa St	Potential Site	Yes	1
11	144 Thrift St	Vacant Basin	Yes	1
11	145 Thrift St	Potential Site	Yes	1
11	148 Farallones St	Potential Site	Yes	1
11	148 Sagamore St	Potential Site	Yes	1
11	149 Lobos St	Vacant Basin	Yes	1
11	15 Capitol Ave	Potential Site	Yes	3
11	15 Farallones St	Potential Site	Yes	1
11	15 Faxon Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	15 Granada Ave	Potential Site	Yes	1
11	15 Santa Rosa Ave	Potential Site	Yes	1
11	150 Farallones St	Potential Site	Yes	1
11	150 Lobos St	Potential Site	Yes	9
11	150 Sadowa St	Potential Site	Yes	1
11	151 Sadowa St	Potential Site	Yes	1
11	152 Farallones St	Potential Site	Yes	1
11	152 Montana St	Potential Site	Yes	1
11	152 Sagamore St	Potential Site	Yes	1
11	154 Montana St	Potential Site	Yes	1
11	154 Thrift St	Vacant Basin	Yes	1
11	155 Farallones St	Potential Site	Yes	1
11	156 Sadowa St	Potential Site	Yes	1
11	156 Sagamore St	Potential Site	Yes	1
11	158 Farallones St	Potential Site	Yes	1
11	158 Thrift St	Potential Site	Yes	1
11	1598 Wayland St	Potential Site	Yes	2
11	16 Capitol Ave	Potential Site	Yes	1
11	16 Lobos St	Vacant Basin	Yes	1
11	160 Sagamore St	Potential Site	Yes	1
11	1604 Alemany Blvd	Vacant Basin	Yes	3
11	161 Farallones St	Potential Site	Yes	1
11	161 Sadowa St	Potential Site	Yes	1
11	161 Sagamore St	Potential Site	Yes	1
11	1614 Alemany Blvd	Potential Site	Yes	1
11	1616 Bacon St	Potential Site	Yes	1
11	1617 Alemany Blvd	Potential Site	Yes	1
11	164 Farallones St	Potential Site	Yes	1
11	164 Sadowa St	Potential Site	Yes	1
11	1642 Alemany Blvd	Potential Site	Yes	1
11	165 Farallones St	Potential Site	Yes	1
11	165 Sadowa St	Potential Site	Yes	1
11	165 Sagamore St	Potential Site	Yes	1
11	166 Montana St	Potential Site	Yes	1
11	1682 Alemany Blvd	Potential Site	Yes	1
11	17 San Juan Ave	Potential Site	Yes	1
11	170 Montana St	Potential Site	Yes	1
11	1700 ALEMANY BLVD	Vacant Basin	Yes	4
11	171 Sadowa St	Potential Site	Yes	1
11	171 Sagamore St	Potential Site	Yes	1
11	1718 Alemany Blvd	Vacant Basin	Yes	2
11	172 Farallones St	Potential Site	Yes	1
11	172 Sadowa St	Potential Site	Yes	1
11	174 Farallones St	Potential Site	Yes	1
11	1744 Alemany Blvd	Potential Site	Yes	1
11	175 Sadowa St	Potential Site	Yes	1
11	176 Sadowa St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	1777 Alemany Blvd	Vacant Basin	Yes	1
11	178 Montana St	Potential Site	Yes	2
11	18 Farallones St	Potential Site	Yes	1
11	180 Sadowa St	Potential Site	Yes	1
11	181 Howth St	Vacant Basin	Yes	1
11	182 Farallones St	Potential Site	Yes	1
11	185 Thrift St	Potential Site	Yes	1
11	186 Montana St	Potential Site	Yes	1
11	188 Montana St	Potential Site	Yes	1
11	188 Sadowa St	Potential Site	Yes	2
11	19 Brighton Ave	Potential Site	Yes	1
11	19 Farallones St	Potential Site	Yes	1
11	19 Harrington St	Potential Site	Yes	1
11	19 Lee Ave	Potential Site	Yes	1
11	190 Sagamore St	Potential Site	Yes	2
11	190 Thrift St	Potential Site	Yes	1
11	191 Broad St	Potential Site	Yes	1
11	191 Sadowa St	Potential Site	Yes	1
11	193 Caine Ave	Potential Site	Yes	1
11	194 Thrift St	Potential Site	Yes	1
11	195 Sadowa St	Potential Site	Yes	1
11	198 Thrift St	Potential Site	Yes	1
11	199 Montana St	Potential Site	Yes	9
11	199 Ridge Ln	Vacant Basin	Yes	3
11	199 Sadowa St	Potential Site	Yes	1
11	2 Faxon Ave	Potential Site	Yes	4
11	2 Miramar Ave	Vacant Basin	Yes	1
11	2 Sadowa St	Potential Site	Yes	1
11	20 Lobos St	Vacant Basin	Yes	2
11	20 Norton St	Potential Site	Yes	1
11	20 Plymouth Ave	Vacant Basin	Yes	1
11	20 Sadowa St	Potential Site	Yes	1
11	200 Capitol Ave	Vacant Basin	Yes	1
11	200 Lobos St	Potential Site	Yes	2
11	200 Montana St	Potential Site	Yes	1
11	200 Plymouth Ave	Potential Site	Yes	1
11	200 Sargent St	Vacant Basin	Yes	1
11	200 Thrift St	Vacant Basin	Yes	3
11	203 Plymouth Ave	Vacant Basin	Yes	1
11	203 Sadowa St	Potential Site	Yes	1
11	205 Sagamore St	Potential Site	Yes	1
11	206 Minerva St	Potential Site	Yes	1
11	206 Plymouth Ave	Potential Site	Yes	1
11	206 Sadowa St	Potential Site	Yes	1
11	207 Capitol Ave	Potential Site	Yes	1
11	207 Minerva St	Potential Site	Yes	1
11	208 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	208 Minerva St	Vacant Basin	Yes	1
11	208 Thrift St	Vacant Basin	Yes	1
11	209 Minerva St	Vacant Basin	Yes	1
11	209 Montana St	Potential Site	Yes	1
11	209 Plymouth Ave	Potential Site	Yes	1
11	209 Sadowa St	Potential Site	Yes	1
11	209 Sagamore St	Potential Site	Yes	1
11	21 Farallones St	Potential Site	Yes	1
11	21 Faxon Ave	Potential Site	Yes	1
11	21 Granada Ave	Potential Site	Yes	1
11	210 Lobos St	Potential Site	Yes	1
11	210 Plymouth Ave	Potential Site	Yes	1
11	210 Thrift St	Potential Site	Yes	1
11	211 Sadowa St	Potential Site	Yes	1
11	211 Sagamore St	Potential Site	Yes	1
11	212 Montana St	Potential Site	Yes	1
11	212 Orizaba Ave	Potential Site	Yes	1
11	212 SHIELDS ST	Potential Site	Yes	1
11	212 Thrift St	Potential Site	Yes	1
11	214 Bright St	Vacant Basin	Yes	1
11	214 Capitol Ave	Potential Site	Yes	1
11	214 Minerva St	Potential Site	Yes	1
11	214 Montana St	Potential Site	Yes	1
11	215 Capitol Ave	Potential Site	Yes	1
11	215 Sadowa St	Potential Site	Yes	1
11	216 Lobos St	Potential Site	Yes	1
11	216 Montana St	Potential Site	Yes	2
11	216 Sadowa St	Potential Site	Yes	1
11	217 Farallones St	Potential Site	Yes	1
11	217 Minerva St	Potential Site	Yes	1
11	217 Plymouth Ave	Potential Site	Yes	1
11	217 Sadowa St	Potential Site	Yes	1
11	217 Sagamore St	Potential Site	Yes	1
11	218 Plymouth Ave	Potential Site	Yes	1
11	219 Sadowa St	Potential Site	Yes	1
11	219 Thrift St	Potential Site	Yes	2
11	22 Brighton Ave	Potential Site	Yes	1
11	22 Farallones St	Potential Site	Yes	1
11	22 Lobos St	Vacant Basin	Yes	1
11	22 Montana St	Vacant Basin	Yes	2
11	220 Minerva St	Potential Site	Yes	1
11	220 Orizaba Ave	Potential Site	Yes	1
11	220 Sagamore St	Potential Site	Yes	1
11	221 Montana St	Potential Site	Yes	1
11	221 Thrift St	Potential Site	Yes	1
11	222 Montana St	Potential Site	Yes	1
11	222 Thrift St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	223 Farallones St	Potential Site	Yes	1
11	223 Thrift St	Vacant Basin	Yes	1
11	224 Farallones St	Potential Site	Yes	1
11	224 Montana St	Potential Site	Yes	1
11	224 Orizaba Ave	Potential Site	Yes	1
11	225 Montana St	Potential Site	Yes	1
11	225 Sadowa St	Potential Site	Yes	1
11	226 Capitol Ave	Potential Site	Yes	1
11	226 Lobos St	Potential Site	Yes	1
11	227 Montana St	Potential Site	Yes	1
11	227 Sadowa St	Potential Site	Yes	2
11	228 Lobos St	Potential Site	Yes	1
11	228 Minerva St	Vacant Basin	Yes	1
11	228 Thrift St	Vacant Basin	Yes	1
11	23 Miramar Ave	Potential Site	Yes	1
11	230 Lobos St	Potential Site	Yes	1
11	230 Montana St	Potential Site	Yes	1
11	230 Orizaba Ave	Potential Site	Yes	1
11	231 Minerva St	Potential Site	Yes	1
11	231 Montana St	Potential Site	Yes	1
11	231 Thrift St	Potential Site	Yes	1
11	232 Minerva St	Potential Site	Yes	1
11	232 Sadowa St	Potential Site	Yes	1
11	233 Minerva St	Potential Site	Yes	1
11	234 Lobos St	Potential Site	Yes	1
11	234 MINERVA ST	Vacant Basin	Yes	1
11	234 Montana St	Potential Site	Yes	1
11	234 Thrift St	Vacant Basin	Yes	1
11	235 Bright St	Vacant Basin	Yes	1
11	235 Farallones St	Potential Site	Yes	1
11	235 Montana St	Potential Site	Yes	1
11	236 Farallones St	Potential Site	Yes	2
11	236 Sadowa St	Potential Site	Yes	1
11	237 Thrift St	Potential Site	Yes	1
11	238 Sadowa St	Potential Site	Yes	1
11	238 Thrift St	Potential Site	Yes	1
11	239 Montana St	Potential Site	Yes	1
11	239 Sagamore St	Potential Site	Yes	1
11	239 Thrift St	Potential Site	Yes	1
11	24 Farallones St	Potential Site	Yes	1
11	24 Lobos St	Vacant Basin	Yes	2
11	24 Montana St	Potential Site	Yes	1
11	240 Farallones St	Potential Site	Yes	1
11	240 Lobos St	Potential Site	Yes	2
11	240 Montana St	Potential Site	Yes	1
11	240 Orizaba Ave	Potential Site	Yes	1
11	240 Thrift St	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	241 Montana St	Potential Site	Yes	1
11	241 Thrift St	Potential Site	Yes	1
11	243 Farallones St	Vacant Basin	Yes	1
11	244 Farallones St	Vacant Basin	Yes	1
11	244 Sadowa St	Potential Site	Yes	1
11	245 Lobos St	Potential Site	Yes	2
11	246 Minerva St	Potential Site	Yes	1
11	246 Montana St	Potential Site	Yes	1
11	246 Thrift St	Vacant Basin	Yes	1
11	247 Farallones St	Potential Site	Yes	1
11	247 Minerva St	Vacant Basin	Yes	1
11	247 Montana St	Potential Site	Yes	1
11	247 Plymouth Ave	Potential Site	Yes	2
11	248 Farallones St	Potential Site	Yes	1
11	249 Minerva St	Vacant Basin	Yes	1
11	249 Sadowa St	Vacant Basin	Yes	1
11	25 Farallones St	Potential Site	Yes	1
11	250 Farallones St	Vacant Basin	Yes	1
11	250 Minerva St	Potential Site	Yes	1
11	250 Montana St	Vacant Basin	Yes	1
11	250 Thrift St	Potential Site	Yes	1
11	251 Minerva St	Vacant Basin	Yes	1
11	254 Thrift St	Vacant Basin	Yes	1
11	255 Lobos St	Potential Site	Yes	1
11	255 Minerva St	Vacant Basin	Yes	1
11	255 Montana St	Potential Site	Yes	1
11	256 Sadowa St	Potential Site	Yes	1
11	257 Minerva St	Vacant Basin	Yes	1
11	257 Montana St	Potential Site	Yes	1
11	258 Sadowa St	Potential Site	Yes	1
11	259 Farallones St	Potential Site	Yes	1
11	259 Montana St	Potential Site	Yes	1
11	26 Farallones St	Vacant Basin	Yes	1
11	26 Faxon Ave	Potential Site	Yes	1
11	26 Sadowa St	Potential Site	Yes	1
11	260 Montana St	Vacant Basin	Yes	1
11	260 Sagamore St	Potential Site	Yes	6
11	260 Thrift St	Vacant Basin	Yes	1
11	2608 San Jose Ave	Vacant Basin	Yes	1
11	261 Farallones St	Potential Site	Yes	1
11	261 Minerva St	Vacant Basin	Yes	1
11	261 Montana St	Potential Site	Yes	1
11	261 Sadowa St	Potential Site	Yes	1
11	262 Minerva St	Vacant Basin	Yes	1
11	2624 San Jose Ave	Potential Site	Yes	1
11	263 Lobos St	Vacant Basin	Yes	1
11	264 Lobos St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	264 Montana St	Vacant Basin	Yes	1
11	264 Sadowa St	Potential Site	Yes	1
11	264 Thrift St	Vacant Basin	Yes	1
11	265 Farallones St	Potential Site	Yes	1
11	265 Lobos St	Vacant Basin	Yes	1
11	265 Sadowa St	Potential Site	Yes	1
11	265 Thrift St	Potential Site	Yes	1
11	266 Farallones St	Potential Site	Yes	2
11	266 Lobos St	Potential Site	Yes	1
11	266 Montana St	Potential Site	Yes	1
11	266 Thrift St	Vacant Basin	Yes	1
11	267 Farallones St	Potential Site	Yes	1
11	269 Farallones St	Potential Site	Yes	1
11	269 Lobos St	Vacant Basin	Yes	1
11	269 Montana St	Potential Site	Yes	1
11	269 Thrift St	Potential Site	Yes	1
11	2699 San Jose Ave	Vacant Basin	Yes	2
11	27 Brighton Ave	Potential Site	Yes	1
11	27 Granada Ave	Vacant Basin	Yes	1
11	27 Howth St	Potential Site	Yes	1
11	270 Farallones St	Potential Site	Yes	1
11	270 Minerva St	Potential Site	Yes	1
11	270 Montana St	Vacant Basin	Yes	1
11	270 Sadowa St	Potential Site	Yes	1
11	271 Farallones St	Potential Site	Yes	1
11	271 Lobos St	Potential Site	Yes	1
11	271 Montana St	Potential Site	Yes	1
11	272 Farallones St	Potential Site	Yes	1
11	272 Minerva St	Potential Site	Yes	1
11	272 Sadowa St	Vacant Basin	Yes	1
11	272 Thrift St	Vacant Basin	Yes	1
11	273 Lobos St	Potential Site	Yes	1
11	273 Sadowa St	Potential Site	Yes	1
11	273 Sagamore St	Potential Site	Yes	1
11	274 Farallones St	Potential Site	Yes	1
11	274 Minerva St	Potential Site	Yes	1
11	274 Montana St	Potential Site	Yes	1
11	274 Sagamore St	Potential Site	Yes	1
11	274 Tara St	Vacant Basin	Yes	1
11	274 Thrift St	Vacant Basin	Yes	1
11	275 Lobos St	Potential Site	Yes	1
11	275 Minerva St	Vacant Basin	Yes	1
11	275 Montana St	Potential Site	Yes	1
11	277 Sadowa St	Potential Site	Yes	1
11	278 Farallones St	Potential Site	Yes	1
11	278 Lobos St	Potential Site	Yes	1
11	278 Minerva St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	278 Montana St	Potential Site	Yes	1
11	278 Thrift St	Vacant Basin	Yes	1
11	279 Lobos St	Potential Site	Yes	1
11	279 Minerva St	Potential Site	Yes	1
11	279 Montana St	Potential Site	Yes	1
11	279 Sadowa St	Potential Site	Yes	1
11	2799 San Jose Ave	Vacant Basin	Yes	5
11	28 Lobos St	Vacant Basin	Yes	2
11	28 Montana St	Vacant Basin	Yes	1
11	280 Lobos St	Potential Site	Yes	1
11	281 Montana St	Potential Site	Yes	1
11	281 Ralston St	Potential Site	Yes	4
11	282 Capitol Ave	Potential Site	Yes	1
11	282 Minerva St	Potential Site	Yes	1
11	282 Montana St	Potential Site	Yes	1
11	282 Sagamore St	Potential Site	Yes	1
11	283 Minerva St	Vacant Basin	Yes	1
11	283 Sadowa St	Potential Site	Yes	1
11	283 Tara St	Vacant Basin	Yes	1
11	284 Thrift St	Vacant Basin	Yes	1
11	285 Montana St	Potential Site	Yes	1
11	286 Farallones St	Potential Site	Yes	1
11	286 Sadowa St	Potential Site	Yes	1
11	286 Sagamore St	Potential Site	Yes	1
11	286 Thrift St	Potential Site	Yes	1
11	289 Farallones St	Potential Site	Yes	1
11	29 San Juan Ave	Potential Site	Yes	1
11	290 Thrift St	Potential Site	Yes	1
11	292 Minerva St	Vacant Basin	Yes	4
11	293 Sagamore St	Potential Site	Yes	1
11	294 Lobos St	Potential Site	Yes	1
11	294 Sadowa St	Potential Site	Yes	1
11	295 Farallones St	Potential Site	Yes	2
11	2950 San Jose Ave	Vacant Basin	Yes	1
11	296 Lobos St	Potential Site	Yes	1
11	296 Montana St	Vacant Basin	Yes	3
11	298 Thrift St	Vacant Basin	Yes	2
11	30 Brighton Ave	Potential Site	Yes	1
11	30 Farallones St	Potential Site	Yes	1
11	30 Lobos St	Vacant Basin	Yes	2
11	300 Howth St	Vacant Basin	Yes	2
11	300 Orizaba Ave	Potential Site	Yes	1
11	304 Orizaba Ave	Potential Site	Yes	2
11	304 Orizaba Ave	Vacant Basin	Yes	1
11	305 Orizaba Ave	Potential Site	Yes	1
11	31 Granada Ave	Vacant Basin	Yes	1
11	31 Norton St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	310 Orizaba Ave	Potential Site	Yes	1
11	312 Tara St	Vacant Basin	Yes	1
11	316 Orizaba Ave	Potential Site	Yes	1
11	319 Orizaba Ave	Potential Site	Yes	1
11	32 Farallones St	Potential Site	Yes	1
11	32 Lobos St	Vacant Basin	Yes	1
11	32 Montana St	Vacant Basin	Yes	1
11	322 Tara St	Vacant Basin	Yes	1
11	325 Capitol Ave	Potential Site	Yes	1
11	327 Capitol Ave	Potential Site	Yes	3
11	327 Orizaba Ave	Potential Site	Yes	1
11	33 Lobos St	Potential Site	Yes	1
11	33 Norton St	Potential Site	Yes	2
11	33 THRIFT ST	Vacant Basin	Yes	1
11	331 Capitol Ave	Vacant Basin	Yes	2
11	331 Orizaba Ave	Vacant Basin	Yes	1
11	334 Orizaba Ave	Potential Site	Yes	1
11	337 Capitol Ave	Potential Site	Yes	1
11	339 Plymouth Ave	Potential Site	Yes	1
11	34 Farallones St	Potential Site	Yes	1
11	343 Orizaba Ave	Vacant Basin	Yes	1
11	347 Orizaba Ave	Potential Site	Yes	1
11	35 Lobos St	Potential Site	Yes	1
11	350 Orizaba Ave	Potential Site	Yes	1
11	351 Orizaba Ave	Vacant Basin	Yes	1
11	354 Orizaba Ave	Potential Site	Yes	1
11	359 Orizaba Ave	Vacant Basin	Yes	1
11	36 Farallones St	Vacant Basin	Yes	1
11	36 Lobos St	Vacant Basin	Yes	1
11	36 Montana St	Vacant Basin	Yes	1
11	361 Grafton Ave	Potential Site	Yes	1
11	363 Orizaba Ave	Potential Site	Yes	1
11	366 Capitol Ave	Potential Site	Yes	2
11	367 Orizaba Ave	Vacant Basin	Yes	1
11	37 Farallones St	Potential Site	Yes	1
11	371 Orizaba Ave	Potential Site	Yes	1
11	372 Capitol Ave	Potential Site	Yes	1
11	374 Capitol Ave	Potential Site	Yes	1
11	375 Orizaba Ave	Vacant Basin	Yes	1
11	377 Capitol Ave	Vacant Basin	Yes	1
11	378 Capitol Ave	Potential Site	Yes	1
11	38 Brighton Ave	Potential Site	Yes	1
11	38 Faxon Ave	Potential Site	Yes	1
11	38 Lobos St	Vacant Basin	Yes	1
11	389 Orizaba Ave	Vacant Basin	Yes	1
11	39 Lee Ave	Potential Site	Yes	1
11	39 Santa Rosa Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	4 Farallones St	Potential Site	Yes	1
11	4 Lobos St	Vacant Basin	Yes	1
11	4 Minerva St	Vacant Basin	Yes	1
11	40 Farallones St	Potential Site	Yes	1
11	40 Faxon Ave	Potential Site	Yes	1
11	40 Harrington St	Potential Site	Yes	1
11	40 Lobos St	Vacant Basin	Yes	1
11	40 Montana St	Vacant Basin	Yes	1
11	404 Plymouth Ave	Potential Site	Yes	1
11	406 Orizaba Ave	Potential Site	Yes	1
11	41 Lobos St	Potential Site	Yes	1
11	410 Orizaba Ave	Vacant Basin	Yes	1
11	413 Arch St	Vacant Basin	Yes	1
11	414 Capitol Ave	Potential Site	Yes	1
11	418 Orizaba Ave	Vacant Basin	Yes	1
11	419 Orizaba Ave	Potential Site	Yes	1
11	42 Brighton Ave	Potential Site	Yes	1
11	42 Farallones St	Potential Site	Yes	1
11	420 Shields St	Potential Site	Yes	1
11	422 Orizaba Ave	Potential Site	Yes	1
11	422 Orizaba Ave	Vacant Basin	Yes	1
11	423 Orizaba Ave	Vacant Basin	Yes	1
11	424 Plymouth Ave	Potential Site	Yes	1
11	426 Orizaba Ave	Potential Site	Yes	1
11	429 Grafton Ave	Potential Site	Yes	1
11	43 Harrington St	Potential Site	Yes	1
11	431 Capitol Ave	Potential Site	Yes	1
11	431 Capitol Ave	Vacant Basin	Yes	1
11	433 Grafton Ave	Potential Site	Yes	1
11	434 Capitol Ave	Potential Site	Yes	1
11	439 Orizaba Ave	Vacant Basin	Yes	1
11	44 Farallones St	Potential Site	Yes	1
11	44 Lobos St	Vacant Basin	Yes	1
11	442 Orizaba Ave	Vacant Basin	Yes	1
11	443 Orizaba Ave	Vacant Basin	Yes	1
11	447 Head St	Potential Site	Yes	1
11	447 Orizaba Ave	Vacant Basin	Yes	1
11	45 Broad St	Potential Site	Yes	1
11	45 Farallones St	Potential Site	Yes	3
11	45 Howth St	Potential Site	Yes	1
11	45 Lobos St	Potential Site	Yes	1
11	45 Sadowa St	Potential Site	Yes	1
11	451 Harvard St	Potential Site	Yes	1
11	451 Orizaba Ave	Vacant Basin	Yes	1
11	46 Farallones St	Vacant Basin	Yes	1
11	463 Harvard St	Potential Site	Yes	1
11	463 Orizaba Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	466 Bright St	Potential Site	Yes	1
11	47 Brighton Ave	Potential Site	Yes	1
11	47 Granada Ave	Potential Site	Yes	1
11	47 Lee Ave	Potential Site	Yes	1
11	475 Orizaba Ave	Vacant Basin	Yes	1
11	477 Harvard St	Potential Site	Yes	1
11	479 Orizaba Ave	Vacant Basin	Yes	1
11	48 Farallones St	Potential Site	Yes	1
11	48 Lobos St	Vacant Basin	Yes	2
11	48 Sadowa St	Potential Site	Yes	1
11	482 La Grande Ave	Potential Site	Yes	1
11	482 Orizaba Ave	Vacant Basin	Yes	1
11	484 Orizaba Ave	Vacant Basin	Yes	1
11	486 Orizaba Ave	Vacant Basin	Yes	1
11	488 Orizaba Ave	Vacant Basin	Yes	1
11	489 Orizaba Ave	Vacant Basin	Yes	5
11	49 Harrington St	Potential Site	Yes	1
11	490 La Grande Ave	Potential Site	Yes	1
11	5 Prague St	Potential Site	Yes	1
11	50 Brighton Ave	Potential Site	Yes	1
11	503 Capitol Ave	Potential Site	Yes	1
11	51 Geneva Ave	Potential Site	Yes	2
11	51 Lee Ave	Potential Site	Yes	1
11	51 Thrift St	Vacant Basin	Yes	1
11	510 Orizaba Ave	Potential Site	Yes	1
11	515 Capitol Ave	Potential Site	Yes	1
11	515 Grafton Ave	Vacant Basin	Yes	2
11	516 Lakeview Ave	Potential Site	Yes	1
11	52 Lobos St	Vacant Basin	Yes	5
11	521 Capitol Ave	Potential Site	Yes	1
11	523 Orizaba Ave	Potential Site	Yes	1
11	524 Lakeview Ave	Potential Site	Yes	1
11	527 Capitol Ave	Potential Site	Yes	1
11	527 Orizaba Ave	Potential Site	Yes	1
11	53 Broad St	Potential Site	Yes	1
11	53 Harrington St	Potential Site	Yes	1
11	531 Orizaba Ave	Potential Site	Yes	1
11	535 Orizaba Ave	Potential Site	Yes	1
11	537 Grafton Ave	Potential Site	Yes	1
11	54 Lee Ave	Vacant Basin	Yes	1
11	54 Sadowa St	Potential Site	Yes	1
11	54 Sadowa St	Vacant Basin	Yes	3
11	543 Lakeview Ave	Vacant Basin	Yes	1
11	544 Lakeview Ave	Potential Site	Yes	4
11	545 Capitol Ave	Potential Site	Yes	2
11	55 Farallones St	Potential Site	Yes	9
11	551 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	555 Plymouth Ave	Potential Site	Yes	7
11	556 Capitol Ave	Potential Site	Yes	8
11	572 Lakeview Ave	Potential Site	Yes	1
11	58 Granada Ave	Potential Site	Yes	1
11	58 Harrington St	Potential Site	Yes	1
11	58 Lee Ave	Vacant Basin	Yes	1
11	58 Lobos St	Vacant Basin	Yes	4
11	59 Granada Ave	Potential Site	Yes	1
11	59 Howth St	Potential Site	Yes	1
11	59 Lee Ave	Potential Site	Yes	2
11	59 Norton St	Potential Site	Yes	1
11	591 Orizaba Ave	Vacant Basin	Yes	1
11	6 Brighton Ave	Potential Site	Yes	1
11	6 Broad St	Potential Site	Yes	1
11	6 Farallones St	Potential Site	Yes	1
11	6 LEE AVE	Vacant Basin	Yes	1
11	60 Farallones St	Potential Site	Yes	3
11	60 Montana St	Potential Site	Yes	1
11	601 Lakeview Ave	Potential Site	Yes	1
11	604 Lakeview Ave	Potential Site	Yes	1
11	608 Lakeview Ave	Potential Site	Yes	1
11	608 Niagara Ave	Vacant Basin	Yes	1
11	61 Lobos St	Potential Site	Yes	1
11	61 Majestic Ave	Vacant Basin	Yes	2
11	612 Lakeview Ave	Potential Site	Yes	1
11	615 Lakeview Ave	Potential Site	Yes	1
11	615 SHIELDS ST	Vacant Basin	Yes	1
11	616 Lakeview Ave	Potential Site	Yes	1
11	619 Capitol Ave	Potential Site	Yes	1
11	62 Brighton Ave	Potential Site	Yes	1
11	62 Harrington St	Potential Site	Yes	1
11	62 Lobos St	Vacant Basin	Yes	4
11	621 LAKEVIEW AVE	Vacant Basin	Yes	1
11	624 Lakeview Ave	Potential Site	Yes	1
11	625 Capitol Ave	Potential Site	Yes	1
11	627 Capitol Ave	Potential Site	Yes	1
11	628 Lakeview Ave	Potential Site	Yes	1
11	635 Capitol Ave	Potential Site	Yes	1
11	64 Norton St	Potential Site	Yes	1
11	64 San Juan Ave	Potential Site	Yes	1
11	640 Lakeview Ave	Potential Site	Yes	1
11	643 Lakeview Ave	Potential Site	Yes	1
11	645 Capitol Ave	Potential Site	Yes	1
11	645 Niagara Ave	Vacant Basin	Yes	2
11	646 Lakeview Ave	Vacant Basin	Yes	1
11	647 Capitol Ave	Potential Site	Yes	2
11	65 NORTON ST	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	65 San Juan Ave	Potential Site	Yes	1
11	650 Lakeview Ave	Potential Site	Yes	1
11	651 Lakeview Ave	Vacant Basin	Yes	1
11	66 Farallones St	Potential Site	Yes	2
11	66 Lobos St	Vacant Basin	Yes	1
11	66 San Juan Ave	Potential Site	Yes	1
11	660 Lakeview Ave	Potential Site	Yes	1
11	67 Harrington St	Potential Site	Yes	1
11	694 Lakeview Ave	Potential Site	Yes	3
11	697 Lakeview Ave	Potential Site	Yes	3
11	70 Brighton Ave	Potential Site	Yes	1
11	70 Farallones St	Potential Site	Yes	1
11	70 Granada Ave	Potential Site	Yes	1
11	70 Norton St	Potential Site	Yes	1
11	70 Ocean Ave	Potential Site	Yes	2
11	700 Capitol Ave	Potential Site	Yes	4
11	700 Mount Vernon Ave	Vacant Basin	Yes	1
11	700 Niagara Ave	Vacant Basin	Yes	1
11	701 Lakeview Ave	Potential Site	Yes	1
11	71 Brighton Ave	Potential Site	Yes	1
11	71 Farallones St	Potential Site	Yes	1
11	71 Granada Ave	Vacant Basin	Yes	1
11	71 Lee Ave	Potential Site	Yes	1
11	715 Cayuga Ave	Potential Site	Yes	1
11	717 Cayuga Ave	Potential Site	Yes	1
11	72 Farallones St	Potential Site	Yes	1
11	72 Lobos St	Potential Site	Yes	2
11	720 Niagara Ave	Vacant Basin	Yes	1
11	721 Plymouth Ave	Potential Site	Yes	1
11	725 Lakeview Ave	Potential Site	Yes	1
11	726 Plymouth Ave	Potential Site	Yes	1
11	727 Plymouth Ave	Potential Site	Yes	1
11	73 Norton St	Potential Site	Yes	1
11	73 Ridge Ln	Vacant Basin	Yes	1
11	733 Capitol Ave	Potential Site	Yes	2
11	738 Plymouth Ave	Vacant Basin	Yes	1
11	739 Cayuga Ave	Potential Site	Yes	1
11	74 Farallones St	Potential Site	Yes	1
11	74 Lobos St	Potential Site	Yes	2
11	744 Capitol Ave	Potential Site	Yes	2
11	744 Niagara Ave	Vacant Basin	Yes	1
11	744 Plymouth Ave	Vacant Basin	Yes	1
11	745 Cayuga Ave	Potential Site	Yes	1
11	745 Niagara Ave	Vacant Basin	Yes	1
11	745 Plymouth Ave	Potential Site	Yes	1
11	749 Cayuga Ave	Potential Site	Yes	1
11	749 Lakeview Ave	Vacant Basin	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	749 Niagara Ave	Vacant Basin	Yes	1
11	75 Farallones St	Potential Site	Yes	2
11	75 Harrington St	Potential Site	Yes	1
11	750 Plymouth Ave	Vacant Basin	Yes	1
11	754 Capitol Ave	Vacant Basin	Yes	2
11	756 Plymouth Ave	Vacant Basin	Yes	1
11	759 Cayuga Ave	Vacant Basin	Yes	1
11	759 Lakeview Ave	Vacant Basin	Yes	2
11	76 Miramar Ave	Potential Site	Yes	1
11	76 San Juan Ave	Potential Site	Yes	1
11	77 Santa Rosa Ave	Potential Site	Yes	1
11	78 Brighton Ave	Potential Site	Yes	1
11	78 Granada Ave	Potential Site	Yes	1
11	789 Lakeview Ave	Potential Site	Yes	1
11	79 Farallones St	Potential Site	Yes	1
11	79 Harrington St	Potential Site	Yes	1
11	791 Lakeview Ave	Potential Site	Yes	1
11	8 Lobos St	Vacant Basin	Yes	2
11	8 SHIELDS ST	Potential Site	Yes	1
11	80 Farallones St	Potential Site	Yes	1
11	80 Lobos St	Vacant Basin	Yes	1
11	800 Plymouth Ave	Potential Site	Yes	1
11	808 CAPITOL AVE	Vacant Basin	Yes	1
11	808 Plymouth Ave	Vacant Basin	Yes	1
11	809 Capitol Ave	Potential Site	Yes	1
11	809 Plymouth Ave	Potential Site	Yes	1
11	81 Broad St	Potential Site	Yes	1
11	81 Farallones St	Potential Site	Yes	1
11	81 Lobos St	Potential Site	Yes	1
11	81 Santa Rosa Ave	Potential Site	Yes	1
11	817 Cayuga Ave	Vacant Basin	Yes	1
11	819 Plymouth Ave	Potential Site	Yes	1
11	82 Farallones St	Potential Site	Yes	1
11	82 Lobos St	Vacant Basin	Yes	1
11	82 Norton St	Potential Site	Yes	1
11	821 Capitol Ave	Potential Site	Yes	1
11	825 Plymouth Ave	Potential Site	Yes	1
11	827 Capitol Ave	Potential Site	Yes	1
11	83 Broad St	Potential Site	Yes	2
11	83 Granada Ave	Vacant Basin	Yes	1
11	83 Harrington St	Potential Site	Yes	1
11	83 Lobos St	Vacant Basin	Yes	1
11	83 San Juan Ave	Potential Site	Yes	1
11	830 Plymouth Ave	Vacant Basin	Yes	1
11	838 Capitol Ave	Vacant Basin	Yes	1
11	839 Capitol Ave	Vacant Basin	Yes	1
11	84 Harrington St	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	84 Montana St	Vacant Basin	Yes	3
11	84 Ocean Ave	Potential Site	Yes	1
11	840 Plymouth Ave	Potential Site	Yes	2
11	85 FARALLONES ST	Potential Site	Yes	1
11	85 Harold Ave	Potential Site	Yes	5
11	85 Lobos St	Vacant Basin	Yes	1
11	85 Santa Rosa Ave	Potential Site	Yes	1
11	851 Cayuga Ave	Potential Site	Yes	1
11	851 Plymouth Ave	Potential Site	Yes	1
11	86 Brighton Ave	Potential Site	Yes	1
11	86 Farallones St	Potential Site	Yes	1
11	86 Lobos St	Vacant Basin	Yes	2
11	86 Ocean Ave	Potential Site	Yes	1
11	87 Farallones St	Potential Site	Yes	1
11	871 Cayuga Ave	Vacant Basin	Yes	1
11	879 Cayuga Ave	Vacant Basin	Yes	1
11	88 Farallones St	Potential Site	Yes	1
11	88 Miramar Ave	Potential Site	Yes	2
11	887 Cayuga Ave	Potential Site	Yes	1
11	89 Brighton Ave	Potential Site	Yes	1
11	89 Granada Ave	Vacant Basin	Yes	1
11	89 Lobos St	Potential Site	Yes	1
11	89 Norton St	Potential Site	Yes	1
11	9 Farallones St	Potential Site	Yes	1
11	90 Lobos St	Vacant Basin	Yes	1
11	900 Plymouth Ave	Potential Site	Yes	1
11	901 Plymouth Ave	Vacant Basin	Yes	1
11	903 Grafton Ave	Potential Site	Yes	2
11	91 Santa Rosa Ave	Potential Site	Yes	1
11	918 Plymouth Ave	Potential Site	Yes	1
11	922 Plymouth Ave	Potential Site	Yes	1
11	926 Capitol Ave	Vacant Basin	Yes	1
11	926 Plymouth Ave	Potential Site	Yes	1
11	927 Plymouth Ave	Potential Site	Yes	1
11	93 Brighton Ave	Potential Site	Yes	1
11	93 Farallones St	Potential Site	Yes	1
11	93 Harrington St	Potential Site	Yes	1
11	93 Norton St	Potential Site	Yes	1
11	930 Capitol Ave	Vacant Basin	Yes	1
11	930 Plymouth Ave	Potential Site	Yes	1
11	931 Plymouth Ave	Potential Site	Yes	1
11	934 Plymouth Ave	Potential Site	Yes	1
11	938 Capitol Ave	Potential Site	Yes	1
11	94 Farallones St	Potential Site	Yes	3
11	947 Plymouth Ave	Vacant Basin	Yes	1
11	95 Farallones St	Potential Site	Yes	1
11	950 Capitol Ave	Potential Site	Yes	1

District	Address	Planting Site Type	In EPC?	Tree Site Count
11	951 Junipero Serra Blvd	Vacant Basin	Yes	1
11	951 Plymouth Ave	Potential Site	Yes	1
11	954 Plymouth Ave	Potential Site	Yes	1
11	955 Plymouth Ave	Potential Site	Yes	1
11	958 Plymouth Ave	Potential Site	Yes	1
11	959 Plymouth Ave	Potential Site	Yes	1
11	96 Broad St	Potential Site	Yes	1
11	96 Thrift St	Potential Site	Yes	1
11	962 Capitol Ave	Vacant Basin	Yes	2
11	962 Plymouth Ave	Potential Site	Yes	1
11	963 Plymouth Ave	Potential Site	Yes	1
11	966 Plymouth Ave	Potential Site	Yes	1
11	97 Lobos St	Potential Site	Yes	2
11	978 Capitol Ave	Vacant Basin	Yes	2
11	979 Plymouth Ave	Potential Site	Yes	1
11	98 Granada Ave	Potential Site	Yes	2
11	98 Granada Ave	Vacant Basin	Yes	1
11	984 Capitol Ave	Vacant Basin	Yes	1
11	989 Plymouth Ave	Potential Site	Yes	2
11	990 Plymouth Ave	Potential Site	Yes	1
11	990 Plymouth Ave	Vacant Basin	Yes	2
11	991 Capitol Ave	Vacant Basin	Yes	1
11	994 Capitol Ave	Potential Site	Yes	1
11	997 Capitol Ave	Vacant Basin	Yes	1
Grand Total				2005

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Vision Zero Ramps
Current PROP L Request:	\$650,000
Supervisory District	District 07

REQUEST

Brief Project Description

Realign the existing southbound I-280 Ocean Avenue off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users. This project is a partnership between SFCTA, Caltrans, SFMTA, and City College of SF. The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations and destinations in the vicinity of the Balboa Park neighborhood. Additional sales tax funds will be used to complete the design phase and produce construction bid documents.

Detailed Scope, Project Benefits and Community Outreach

Background

The I-280 Southbound Ocean Ave Off-Ramp Improvement project will realign the off-ramp intersection to a signalized intersection with crosswalks and curb ramps to improve multi-modal safety. The current configuration of the SB I-280 off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto westbound Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins westbound Ocean Avenue. When vehicles on westbound Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College of San Francisco (CCSF), they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway. Ocean Avenue is the primary east-west bicycle route in the area, with a mix of Class II bicycle lanes and Class III bicycle routes in each direction.

The project will improve the existing single lane exit into a two lane exit with a retaining wall. The project also requires changing the off-ramp from a single lane exit to two-lanes exit but does not add new vehicle capacity. The realignment of the off-ramp to a signalized intersection with a traffic signal will cause the future off-ramp to form a queue back to the I-280 mainline freeway. Improving the off-ramp to 2 lanes will allow additional storage for cars waiting for future traffic signal cycles. This project was approved by MTC's Air Quality Conformity Task Force.

The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as City College, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. The current ramp configuration requires pedestrians traveling along the northern side of Ocean Avenue to cross the southbound I-280 off-ramp at an uncontrolled crosswalk where vehicles exit the freeway at high speeds.

In June 2021, the Transportation Authority programmed \$1,050,000 in SB 1 Local Partnership Program (LPP) funds and allocated \$1,050,000 in Prop K funds for the design phase of the project. The SB 1 LPP funds, and the required

dollar-for-dollar match, were fully expended by June 30, 2025, per timely use of funds requirements of the SB 1 grant.

The scope for the LPP and Prop K grants included development of the following:

- 100% Plans, Specification, Construction Cost Estimate
- Traffic Management Plan
- Storm Water Pollution Prevention Plan
- Right-of-Way Easement
- Caltrans Encroachment Permit
- Geotechnical Report

The project received NEPA Categorical Exclusion in January 2021 and CEQA Categorical Exemption in July 2020. The project team developed geometric drawings and profiles, performed an aerial survey, received MTC Air Quality approval, completed numerous technical reports, and received Caltrans design exceptions. 100% design plans were completed in June 2025. The plans were sent to Caltrans, SFPW, and SFMTA for review. The project team also conducted outreach to various neighborhood community groups to inform them of future construction and to gather feedback on the project.

Cost Increase

This project experienced challenges during the environmental phase. The project team required additional environmental investigation due to a landfill next to the off-ramp and methane within the landfill which may be released during construction. The team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. Also, the project was delayed due to a prolonged schedule for the pre-award audit by Caltrans. Additional Prop L funds will provide funding for the scope of work described below and the associated cost increase in the design phase.

Scope of Work for this Request

Requested Prop L funds would provide funding for the following work to complete the design phase and produce bid documents:

- Project Management through the completion of the design phase, inclusive of project coordination, Engineers Construction Cost Estimate and Baseline Construction Schedule for Bid Advertisement, and Construction Funding Plan
- Final Bid Documents inclusive of approved design drawing and specification documents for construction advertisement
- Utility coordination and potholing to finalize design documents
- ROW Transfer Process between SFPW and City College
- Updated Cost Estimate and Funding Strategy
- City Department design review and permit approval process

The project team anticipate completing the final design and bid documents by Summer 2026.

Project Coordination

The project team is coordinating with SFMTA on improvements to Ocean Avenue. SFMTA plans to install bike lanes on Ocean Avenue and make improvements to the Ocean and Geneva Avenues intersection. SFMTA will also be involved in traffic signal timing for westbound traffic when the project realigns the off-ramp to a signalized intersection. Additional coordination with SFMTA will be necessary due to the K-line on Ocean Avenue. The project team is also working closely with SFPW on the street improvements and SFPUC on streetlighting and stormwater issues.

SFCTA is also conducting a separately funded feasibility study to relocate the retaining wall on the north side of Ocean Ave for a Class I multi-use path between the southbound off-ramp and the intersections of Ocean Ave with Frieda Kahlo Way/Geneva Ave.Â

This project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study conducted two rounds of outreach and received support from the community to improve traffic circulation. Additional information can be found at <https://www.sfcta.org/projects/balboa-park>.

Project Location

I-280 Southbound Ocean Avenue Off-Ramp and Ocean Avenue Intersection

Is this project in an Equity Priority Community?	Yes
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	\$650,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2012	Jan-Feb-Mar	2021
Environmental Studies (PA&ED)	Jan-Feb-Mar	2016	Jan-Feb-Mar	2021
Right of Way	Jul-Aug-Sep	2023	Jul-Aug-Sep	2026
Design Engineering (PS&E)	Jul-Aug-Sep	2023	Jul-Aug-Sep	2026
Advertise Construction	Apr-May-Jun	2028		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2028		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2030

SCHEDULE DETAILS

SB 1 Local Partnership Program (LPP) funds, along with required matching funds, were fully expended by June 30, 2025 which was the timely use of funds expenditure deadline for the SB1 grant.

This schedule also assumes that the project will start construction in Summer 2028 and finish construction in late 2030. Although the design is expected to be completed by Summer 2026, there is a 2 year gap between design and construction to allow time to secure full funding and right of way access. If full construction funding is secured earlier then construction can start in Summer 2027 and save 1 year of escalation cost.

The project team is coordinating closely with City College of San Francisco which is adjacent to the project location. The team is providing updates when necessary. The team was involved in outreach to neighborhood groups during preliminary engineering and conducted outreach to neighborhood groups in the area between May 9, 2025 to July 29, 2025. Community outreach included correspondence with 62 community organizations, presentations to 13 organizations, and an in-person Town Hall on June 11 at 6:00-7:00 PM at City College of San Francisco that was open to the public.

The project team is also SFCTA's Ocean Avenue Multi-Use Path Feasibility Study, funding for which is a separate

request on this meeting agenda, and coordinating with SFMTA on nearby projects, as described in the Scope.

The project team is working closely with Caltrans to complete the design phase since the project is mainly in Caltrans right-of-way. Caltrans approved the Project Approval and Environmental Document (PA&ED) phase and is now providing oversight of this phase. Upon completion of construction, Caltrans will take ownership of the facility.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-221: Vision Zero Ramps	\$0	\$650,000	\$0	\$650,000
Phases In Current Request Total:	\$0	\$650,000	\$0	\$650,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$650,000	\$0	\$650,000
Prop K	\$0	\$0	\$1,800,000	\$1,800,000
SB1 Local Partnership Program	\$0	\$0	\$1,050,000	\$1,050,000
TBD (e.g. Highway Safety Improvement Program, SHOPP, federal Safe Streets 4 All, federal earmarks, Local Partnership Program, One Bay Area Grant, etc.)	\$18,245,000	\$0	\$0	\$18,245,000
Funding Plan for Entire Project Total:	\$18,245,000	\$650,000	\$2,850,000	\$21,745,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$750,000		Actual cost
Right of Way	\$0		
Design Engineering	\$2,750,000	\$650,000	Actual cost + Cost to complete
Construction	\$18,245,000		Engineer's estimate at 95% design
Operations	\$0		
Total:	\$21,745,000	\$650,000	

% Complete of Design:	95.0%
As of Date:	06/30/2025
Expected Useful Life:	50 Years

Final Design - Budget for Remaining Tasks

Task	Activity	Cost	Consultant Cost	Staff Cost
1	Project Management	\$59,778	\$38,903	\$20,875
2	Final Bid Documents	\$248,020	\$201,250	\$46,770
3	Utility Coordination and Potholing	\$124,215	\$108,000	\$16,215
4	Additional Right of Way Process	\$121,250	\$79,000	\$42,250
5	Cost Estimate and Funding Strategy	\$56,740	\$23,100	\$33,640
6	City Department Design Review	\$39,997	\$0	\$39,997
	Total	\$650,000	\$450,253	\$199,747

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$650,000	Total PROP L Recommended	\$650,000

SGA Project Number:		Name:	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2026
Phase:	Design Engineering	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-221	\$550,000	\$100,000	\$650,000

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, Sponsor shall provide evidence of completion of 100% design (e.g. Final Bid Documents).
3. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction.

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	97.01%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	I-280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$650,000
--------------------------------	-----------

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

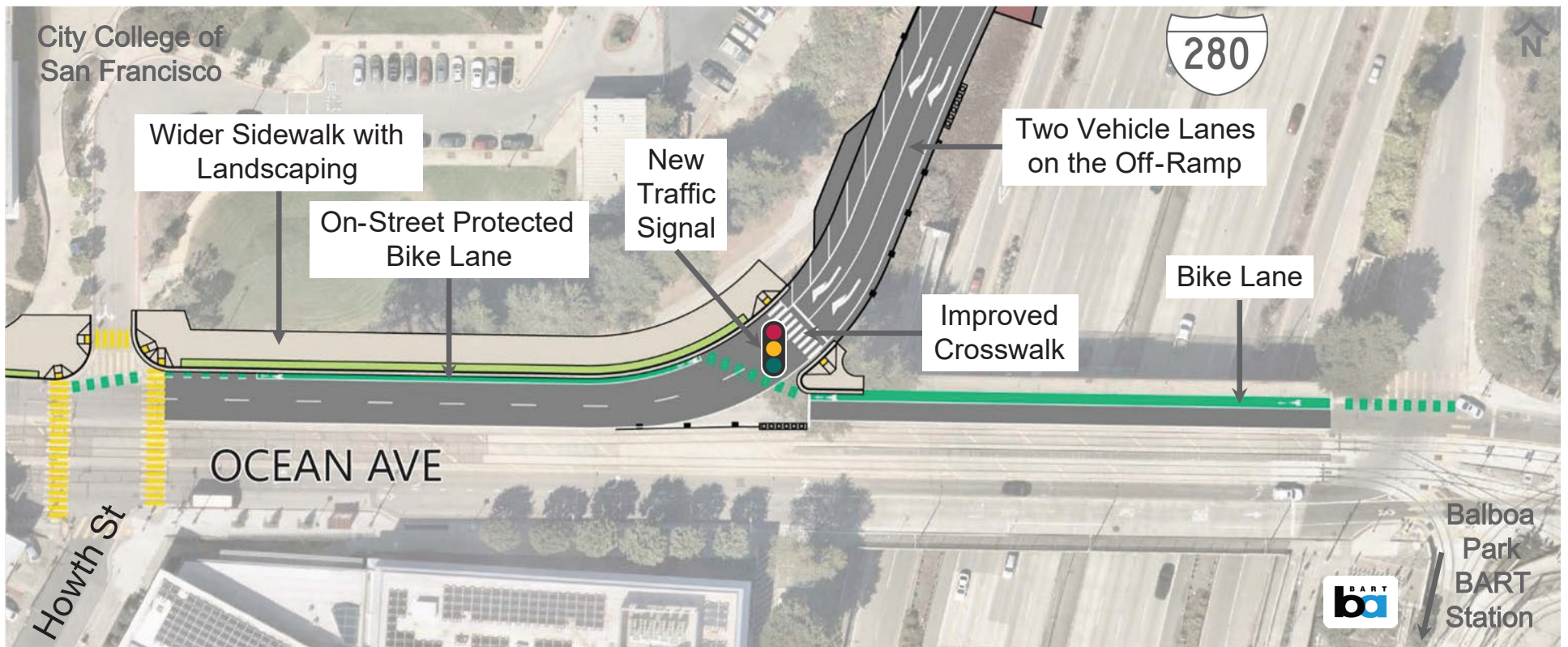
Initials of sponsor staff member verifying the above statement:

MT

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Yana Waldman	Anna LaForte
Title:	Assistant Deputy Director	Deputy Director for Policy & Programming
Phone:	(415) 522-4813	(415) 522-4805
Email:	yana.waldman@sfcta.org	anna.laforte@sfcta.org

Project Map



San Francisco
County Transportation
Authority



San Francisco
County Transportation
Authority

BD120926

RESOLUTION NO. 26-28

RESOLUTION ALLOCATING \$2,000,000 AND APPROPRIATING \$650,000 IN PROP L FUNDS FOR THREE REQUESTS

WHEREAS, The Transportation Authority received 3 requests for a total of \$2,650,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Muni Maintenance, Tree Planting, and Vision Zero Ramps; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop L programs; and

WHEREAS, All of the requests are consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$2,000,000 and appropriating \$650,000 in Prop L funds for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget to cover the proposed actions; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$2,000,000 and appropriates \$650,000 in Prop L funds for three requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further



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

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

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

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

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2025/26
5. Prop L Allocation Request Forms (3)

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 6

DATE: November 20, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 12/09/2025 Board Meeting: Authorize Increase in the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project

RECOMMENDATION ☐ Information ☒ Action

- Increase the amount of professional services contract with Mark Thomas & Company by \$300,000, to a total amount not to exceed \$2,204,250 for the design phase for the I-280 Ocean Avenue Off-Ramp Project (Project).
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions.

SUMMARY

The Transportation Authority has an existing professional services contract with Mark Thomas & Company for design and engineering for the Project, which will realign the existing southbound off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users. The project area supports a high volume of pedestrian traffic due to its proximity to the Balboa Park BART and Muni stations, City College of San Francisco (City College), and destinations in the vicinity of the Balboa Park neighborhood.

In May 2022, through Resolution 22-53, the Board awarded a two-year professional services contract in the amount of \$1,850,000 to Mark Thomas & Company to provide design and engineering services and Caltrans right-of-way approval for the Project. We completed design plans up to 95% in June

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



<p>2025 and sent them to Caltrans, San Francisco Public Works (SFPW) and SFMTA for review. Concurrent with a Prop L request for additional funds (under a separate agenda item), we are now seeking to increase the amount of the Mark Thomas & Company contract by \$300,000 to complete the design phase and ready the project for construction by preparing bid documents for advertising. This includes responding to Caltrans and City agency comments to finalize design plans, preparing final bid documents, performing utility potholing in advance of construction and coordinating on right-of-way issues with City College.</p>	
---	--

BACKGROUND

The I-280 Ocean Ave Off-Ramp Improvement project will realign the I-280 southbound Ocean Avenue off-ramp to a signalized, T-intersection with crosswalks and curb ramps to improve multi-modal safety. The current configuration of the southbound off-ramp intersection with Ocean Avenue creates potential conflicts between multi-modal users. The current configuration is a single-lane, free-right turn onto westbound Ocean Avenue just prior to the intersection with Howth Street. The ramp becomes a new rightmost lane as it joins westbound Ocean Avenue. When vehicles on westbound Ocean Avenue attempt to shift to the right lane immediately past the ramp merge area to turn right at Howth Street into City College, they are required to merge with vehicles exiting the off-ramp over a short distance of approximately 150 feet. Bicyclists at this location also experience merging conflicts with vehicles exiting the freeway. Ocean Avenue is the primary east-west bicycle route in the area, with a mix of Class II bicycle lanes and Class III bicycle routes in each direction.

The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as City College, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue to the west of the college. The current ramp configuration requires pedestrians traveling along the northern side of Ocean Avenue to cross the southbound I-280 off-ramp at an uncontrolled crosswalk where vehicles exit the freeway at high speeds with limited sight distance of pedestrians crossing the off-ramp.



DISCUSSION

Contract Update. In May 2022, the Board awarded a two-year professional services contract in the amount of \$1,850,000 to Mark Thomas & Company to provide design and engineering services and Caltrans right-of-way approval for the Project. The start of design was delayed until September 2023 due to the need for additional environmental investigation of an abandoned landfill next to the off-ramp and methane within the landfill which may be released during construction. The project team took additional geotechnical borings that indicated that the hazardous material level of risk may be mitigated during construction. The team also redesigned the geometric layout and retaining wall structural system to avoid the landfill as much as possible.

During the design phase, the project team also conducted a survey of the site and discovered that portions of the existing sidewalk along Ocean Avenue and portions of the westbound travel lane are within City College right-of-way. Caltrans later requested that the project team coordinate with City College on right-of-way before Caltrans issue the encroachment permit necessary to finish the design phase.

The Transportation Authority amended the Mark Thomas & Company contract in June 2025 for an additional \$54,250, to a total amount not to exceed \$1,904,250, for community outreach to address construction impact, traffic congestion, and bicycle improvements. The project team presented the public outreach process to the Board in June 2025.

The project team is also coordinating with SFMTA on improvements to Ocean Avenue. SFMTA plans to install bike lanes on Ocean Avenue along with improvements and will also be involved in traffic signal timing for westbound traffic when the project realigns the off-ramp to a signalized intersection. Additional coordination with SFMTA will be necessary due to the K-line on Ocean Avenue. The project team is also working closely with SFPW on street improvements and with San Francisco Public Utilities Commission (SFPUC) on streetlighting and stormwater issues.

If the requested contract amendment and concurrent funding request are approved, the project team anticipates completing the design phase and bid documents, as well as coordinating with City College on right-of-way in order to obtain a Caltrans encroachment permit by Fall 2026. Construction could begin as soon as funding is secured. The estimated construction cost based on 95% design is about \$18 million.



To date, Mark Thomas & Company has exceeded its 15% Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal and maintained a 11.6% DBE/SBE participation through June 30, 2025, from multiple sub-consultants including Parikh Consultants Inc. (DBE) and Civic Edge Consulting (DBE).

The proposed amended scope of work is provided in Attachment 2.

Funding. The design phase of the Project was initially funded by \$1,050,000 in Senate Bill 1 (SB 1) Local Partnership Program (LPP) funds and \$1,050,000 in Prop K funds. The scope for this phase included development of the plans, specifications, and construction cost estimate and various technical documents. The LPP funds, and the required dollar-for-dollar Prop K match, were fully expended by June 30, 2025, per timely use of funds requirements of the LPP grant. The project team completed design plans in June 2025 and sent them to Caltrans, SFPW, and SFMTA for review. As noted above, concurrent with a Prop L request for additional funds, which is a separate item on this agenda, we are seeking to increase the amount of the Mark Thomas & Company contract by \$300,000 to complete the design phase and final bid documents, to perform utility potholing in advance of construction, and coordinate on right-of-way issue with City College.

FINANCIAL IMPACT

The proposed contract amendment will be funded by a concurrent Prop L appropriation request and will increase the contract budget by \$300,000 for a total amount not to exceed \$2,204,250. We will include this year's activities in the Fiscal Year 2025/26 mid-year budget amendment and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

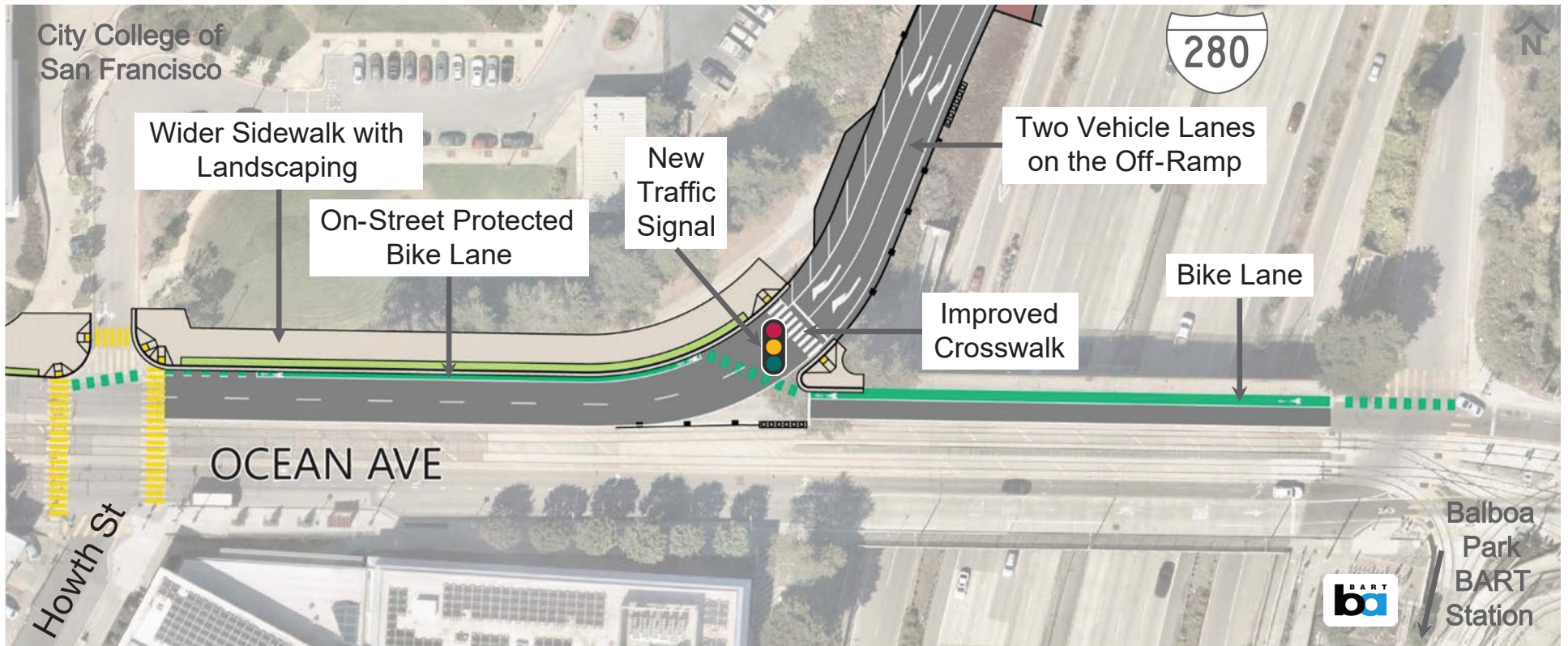
CAC POSITION

The Community Advisory Committee considered this item at its November 19, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Ocean Ave Project Map
- Attachment 2 – Scope of Services
- Attachment 3 – Resolution

Project Map



San Francisco
County Transportation
Authority

Attachment 2

Scope of Services

Consultant shall complete the following work to complete the design phase and bid documents:

- Project Management - Inclusive of project coordination and Baseline Construction Schedule for Bid Advertisement
- Final Bid Documents - Inclusive of Approved design drawing and Specification documents for construction advertisement
- Utility coordination and potholing to finalize design documents
- ROW Transfer Process between SFDPW and City College
- Construction Cost Estimate and Funding Strategy
- City Department design review and permit approval process

This project was a recommendation of the Balboa Park Station Area Circulation Study in 2014 which included the Transportation Authority, SFMTA, Caltrans, and BART. That study conducted two rounds of outreach and received support from the community to improve traffic circulation. Additional information can be found at <https://www.sfcta.org/projects/balboa-park>.

This project is planned to start construction in Summer 2028 and finish construction in late 2030. Although the design is expected to be completed by Summer 2026, there is a 2-year gap between design and construction to allow time to secure full funding and right of way access. If full construction funding is secured earlier then construction could start in Summer 2027 and save 1 year of escalation cost.

The project team is coordinating closely with City College of San Francisco which is adjacent to the project location and providing progress updates quarterly. The project team is also working closely with Caltrans to complete the PS&E phase approvals for areas within Caltrans right-of-way. Caltrans approved the project approval and environmental document (PA&ED) phase and is now providing oversight of the design phase. Upon completion of construction, Caltrans will take ownership of the facility. Portions of the project within City Right of Way will be approved by DPW and MTA.



RESOLUTION AUTHORIZING AN INCREASE IN THE AMOUNT OF PROFESSIONAL SERVICES CONTRACT WITH MARK THOMAS & COMPANY BY \$300,000, TO A TOTAL AMOUNT NOT TO EXCEED \$2,204,250; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS, FOR THE DESIGN PHASE FOR THE I-280 OCEAN AVENUE OFF-RAMP PROJECT

WHEREAS, The Transportation Authority has an existing professional services contract with Mark Thomas & Company for design and engineering for the I-280 Ocean Avenue Off-Ramp Project (Project), which will realign the existing southbound off-ramp from a free flow right turn to a signalized intersection to reduce traffic merging conflicts and improve safety for all road users; and

WHEREAS, The project area supports a high volume of pedestrian traffic due to of its proximity to the Balboa Park BART and Muni stations, City College of San Francisco (City College), and destinations in the vicinity of the Balboa Park neighborhood; and

WHEREAS, In May 2022, through approval of Resolution 22-53, the Board awarded a two-year professional services contract in the amount of \$1,850,000 to Mark Thomas & Company to provide design and engineering services and Caltrans right-of-way approval for the Project; and

WHEREAS, The Transportation Authority amended the Mark Thomas & Company contract in June 2025 for an additional \$54,250, to a total amount not to exceed \$1,904,250, for community outreach to address construction impacts, traffic congestion, and bicycle improvements; and

WHEREAS, The Transportation Authority completed design plans in June 2025 and sent them to the California Department of Transportation, San Francisco Public Works, and the San Francisco Municipal Transportation Agency for review; and

WHEREAS, Concurrent with a Prop L request for additional funds,



Transportation Authority staff recommends increasing the amount of the contract budget with Mark Thomas & Company by \$300,000, for a total amount not to exceed \$2,204,250, to complete the design phase of the Project, which includes finalizing design plans, preparing final bid documents, performing utility potholing in advance of construction, and coordinating on right-of-way issues with City College; and

WHEREAS, The scope of work described here will be included in the Fiscal Year 2025/26 mid-year budget amendment, and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, The proposed contract amendment will be funded by Prop L funds; and

WHEREAS, At its November 19, 2025, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes an increase in the amount of professional services contract with Mark Thomas & Company by \$300,000, to a total amount not to exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 7

DATE: November 20, 2025

TO: Transportation Authority Board

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

SUBJECT: 12/09/2025 Board Meeting: Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project

RECOMMENDATION ☐ Information ☒ Action

Amend the Prop K Standard Grant Agreement (SGA) for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to allow \$237,000 held in reserve for implementation of the Ocean Ave Mobility Action Plan to be used for the Ocean Ave Multi-Use Path Feasibility Study (Project).

Release \$237,000 on reserve.

Appropriate \$237,000 in Prop K funds, with conditions, for the Project.

SUMMARY

In March 2023, the Board allocated \$237,000 in District 7 Neighborhood Program funds to the San Francisco Municipal Transportation Agency (SFMTA) for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] project. This funding was for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Transportation Authority's Ocean Ave Mobility Action Plan (Action Plan). Because of the relatively small scale and straightforward nature of the recommended improvements, SFMTA was able

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



<p>to implement the scope through a separately funded quick-build project. With SFMTA's support, we are seeking Board release of the \$237,000 on reserve to study the technical feasibility and cost of implementing a Class I multi-use path along Ocean Avenue between the I-280 southbound off-ramp intersection at Howth Street and the Frida Kahlo/Ocean/Geneva intersection, which is one of the larger, longer-term recommendations of the Action Plan. The Transportation Authority will lead the study in coordination with key stakeholders including the SFMTA and the City College of San Francisco. We expect to present the final report to the Board for adoption by December 2026.</p>	
---	--

BACKGROUND

In March 2023 through approval of Resolution 23-37, the Board allocated \$237,000 in Prop K sales tax Neighborhood Program funds to the SFMTA for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Action Plan. These funds were held in reserve pending completion of the Action Plan and submittal of an allocation request form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.

In June 2023 through Resolution 23-54, the Board approved the Action Plan. The Action Plan identifies five project concept recommendations: three smaller, near- and mid-term projects including pedestrian safety and speed management improvements on Ocean Avenue and bike connectivity via Holloway - and two larger, longer-term projects, the K Ingleside Muni Forward and a shared pedestrian and bike path with removal of the pedestrian bridge.

DISCUSSION

Because of the relatively small scale and straightforward nature of the near- and mid-term recommended improvements in the Action Plan, SFMTA was able to implement those recommendations as part of the Frida Kahlo Way Quick-Build and Muni Forward projects (funded by previously allocated sales tax and TNC tax funds) and did not need to draw upon the aforementioned \$237,000 reserve set aside for implementation of Action Plan recommendations. With SFMTA's support, we are requesting an amendment of the Prop K SGA to use the reserved funds for further



planning and engineering analysis of the feasibility of a multi-use path on Ocean Avenue, which is also a recommendation of the Action Plan.

The proposed Project will evaluate extending pedestrian and bike path improvements along Ocean Avenue from the southbound off-ramp intersection at Howth Street to the Frida Kahlo/Ocean/Geneva intersection. This study will build upon the work conducted as part of the Transportation Authority's I-280 Southbound Ocean Ave Off-Ramp Project which will install a Class II bike lane that can accommodate a future Class I multi-use path between Howth Street and the Ocean Avenue Bridge.

The proposed feasibility study is to determine the technical feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue across the City College of San Francisco frontage. The retaining wall would need to be relocated to provide room along Ocean Avenue to accommodate a 12- to 16-foot Class I multi-use path along the north side of Ocean Avenue that will enhance pedestrian and bicyclist safety.

This study will analyze available as-built retaining wall plans to determine the existing wall's structural system and review the existing Ocean Avenue pedestrian overcrossing (POC) which provides non-ADA compliant grade-separated access to the median running K Ingleside line on Ocean Avenue. The initial efforts of the feasibility study will investigate how the existing wall could be replaced and if the POC could remain while the wall is replaced or if the POC must be demolished. In addition, the study will investigate utility lines along Ocean Avenue to assess the difficulty of relocating these lines if necessary. A traffic study will also look at ways to improve traffic circulation along Ocean Avenue with updated traffic counts.

Attachment 1 includes a summary of the recommended release of funds from the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] reserve and corresponding proposed SGA amendment to the Standard Grant Agreement for the Plan, as requested by Transportation Authority staff. Attachment 2 includes an updated allocation request form with detailed information on the scope, schedule, budget, funding, deliverables, and special conditions.

CAC Feedback. While the CAC ultimately supported the staff recommendation, there was a lengthy discussion of the item. Staff appreciated the CAC input, noting that some feedback was more applicable to a future phase of work beyond the subject feasibility study. For instance, some CAC comments conveyed an interest in traffic signals and other pedestrian safety features in the corridor. Other CAC comments urged staff to look into ways to develop a multi-use path that segregated



(higher speed) bikes from pedestrians, expressing concern about safety given speed differentials. Staff noted that these were design details for a future phase, but the subject feasibility study and accompanying traffic study may inform relevant recommendations for future work.

Another CAC comment expressed concern about the high price tag to fit in a bike facility in such a constrained space, especially given the current fiscal environment. Staff acknowledged the feedback and also referenced prior community input expressing an interest in adding an east-west bike connection, noting the feasibility study was a step to further evaluate the possibility of a MUP.

The CAC also asked staff to return to the CAC to provide and progress update on the feasibility study and seek additional input. Staff confirmed that was the intention as specified in the allocation request form.

FINANCIAL IMPACT

The recommended action would release \$237,000 in previously allocated Prop K funds for implementation of the Action Plan recommendations and enable them to be spent on further planning and engineering analysis. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedule contained in the attached allocation request form.

Sufficient funds will be included in the Transportation Authority's FY 2025/26 budget amendment, anticipated in Spring 2026. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution in those fiscal years.

CAC POSITION

The CAC had a lengthy discussion on this item at its November 19, 2025 meeting with feedback summarized in the Discussion Section above. The CAC unanimously approved a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed SGA Amendment for District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
- Attachment 2 - Allocation Request Form
- Attachment 3 - Resolution

Attachment 1
Proposed Standard Grant Agreement (SGA) Amendment - District 7 Ocean Ave Safety Bike Access [NTIP Capital]

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	139-907167	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment) (SFCTA)	<p>In March 2023, the Board allocated \$237,000 in District 7 Neighborhood Program (NTP) funds to the SFMTA to support implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the SFCTA's Ocean Avenue Mobility Action Plan (Action Plan). The SFMTA has implemented the recommended near- and mid-term improvements as a part of the Frida Kahlo Way Quick-Build project, and the Prop K NTP funds are no longer required for that scope.</p> <p>With SFMTA's support, SFCTA staff requests to use the \$237,000 NTP reserve to advance another recommendation in the Action Plan to explore a shared bicycle and pedestrian path along Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection. The proposed Ocean Ave Multi-Use Path Feasibility Study will determine the technical feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue in front of City College of San Francisco to allow for construction of a Class I multi-use pathway. This study will investigate how the existing wall could be replaced, and assess if the pedestrian overcrossing could remain while the wall is replaced or if it must be demolished. The study will also consider construction of the new wall behind the existing wall while maintaining structural integrity. In addition, a traffic study will look at ways to improve traffic circulation along Ocean Avenue with updated traffic counts.</p> <p>See proposed amended allocation request form on following pages for additional details. Chair Melgar is supportive of this amendment that would redirect District 7 NTP funds.</p>	<ol style="list-style-type: none"> 1. Our recommendation is contingent upon deobligation of \$237,000 allocated to the SFMTA under SGA 139-907167. 2. The Transportation Authority shall present a project update to the Community Advisory Committee to share progress and seek feedback prior to seeking approval of the final report. 3. Upon completion, anticipated December 2026, the Transportation Authority shall present the final report to the Board for approval.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	
Current PROP K Request:	\$237,000
Supervisory District	District 07

REQUEST

Brief Project Description

This project will study and determine the technical feasibility of creating Class 1 multi-use path improvements along Ocean Avenue between the I-280 southbound off-ramp intersection at Howth Street and the Frida Kahlo/Ocean/Geneva intersection, which may require the relocation of a retaining wall to the north of Ocean Avenue. The project will also determine if a pedestrian overcrossing can remain if the wall is relocated, as well as the traffic circulation with a new street configuration.

Detailed Scope, Project Benefits and Community Outreach

Background

The Ocean Avenue Mobility Action Plan recommended near- and mid-term improvements along and adjacent to Ocean Ave between approximately Ashton Street and San Jose Avenue that were prioritized by the community task force convened for the Plan and further reviewed/refined by the SFMTA. These recommendations included:

- Pedestrian safety improvements (Ocean Ave)
- New and updated traffic signal heads, striping and signage (Ocean Ave)
- Left-turn traffic-calming and arterial speed management (Ocean Ave)
- Improved bicycle connectivity (to Ocean Ave business district and citywide bikeway network)

In March 2023, the Transportation Authority Board allocated \$237,000 in District 7 Prop K NTIP funds to the SFMTA to support the implementation/construction of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the SFCTA's Ocean Avenue Mobility Action Plan [NTIP Planning] process. Because of the relatively small scale and straightforward nature of the recommended improvements, SFMTA was able to implement the recommendations as part of the Frida Kahlo Way Quick-Build project, which was funded by previously allocated sales tax and TNC tax funds. This amendment would allow the SFCTA to use the Prop K funds for further planning and engineering analysis of the feasibility of a multi-use path on Ocean Avenue, which is also a recommendation of the Ocean Avenue Mobility Action Plan.

Scope of Ocean Avenue Multi-Use Path Feasibility Study:

This study is to determine the feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue between Howth Street and Frida Kahlo Way across the City College of San Francisco frontage. The retaining wall would need to be relocated to widen Ocean Avenue to construct a 12- to 16-foot-wide Class I multi-use pathway along the north side of Ocean Avenue.

This study will analyze available as-built retaining wall plans to determine the existing design system and review the existing Ocean Avenue pedestrian overcrossing which provides non-ADA compliant grade-separated access to the median running Ocean Avenue Muni Street Car. The initial efforts of the feasibility study will investigate how the

existing wall could be replaced and if the pedestrian overcrossing could remain while the wall is replaced or it must be demolished. The study will also need to consider how to construct the new wall behind the existing wall while maintaining structural integrity.

Tasks:

1. Project Management inclusive of team meetings, inter-agency coordination, and planning level cost estimation of proposed retaining wall relocation.
2. Retaining Wall Investigation to understand work required to relocate existing structure on the north side of Ocean Ave to enable room for new Class I path along City College Campus.
3. Pedestrian Crossing Investigation to determine viability of bridge structure without adjacent retaining wall.
4. Utility Investigation and coordination
5. Traffic Analysis along Ocean Avenue inclusive of pedestrian crossing, bike crossing and recent SFMTA transit projects

Deliverables:

1. Structural Condition of Retaining Wall and Pedestrian Overcrossing bridge
2. Feasibility Study including potential relocation of retaining wall and demolition of pedestrian overcrossing bridge
3. Utility and Right-of-Way investigation
4. Planning Level Cost Estimate
5. Updated Synchro Traffic Model with new traffic counts

The Ocean Avenue Mobility Action Plan, which was developed in collaboration between the Transportation Authority and SFMTA, recommended a new shared pedestrian and bike path along Ocean Avenue. The plan conducted three rounds of outreach and convened a 14 member task force of community stakeholders. Additional information can be found at: <https://www.sfcta.org/projects/ocean-avenue-mobility-action-plan>

The Transportation Authority's Neighborhood Program (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. Commissioner Melgar has expressed support for this amendment.

Project Location

Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2026	Oct-Nov-Dec	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				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

This study will be coordinated with the I-280 Ocean Avenue Off-Ramp Project. The Ocean Ave Off-Ramp Project will improve Ocean Avenue between the off-ramp intersection and Howth Street. The feasibility study will analyze relocating the retaining wall on the north side of Ocean Avenue to allow for a continuous Class I path from the off-ramp intersection at Howth Street to the FOG intersection. The schedule for the tasks are:

Retaining Wall Investigation: Winter 2026 - Fall 2026
 Pedestrian Overcrossing Investigation: Winter 2026 - Fall 2026
 Utility Coordination: Winter 2026 - Fall 2026
 Traffic Analysis: Winter 2026 - Fall 2026
 Feasibility Study: December 2026

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Phases In Current Request Total:	\$0	\$0	\$0	\$0

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$237,000	\$237,000	Engineer's Estimate based on similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$237,000	\$237,000	

% Complete of Design:	0.0%
As of Date:	10/01/2025
Expected Useful Life:	50 Years

San Francisco County Transportation Authority

Allocation Request Form

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Retaining Wall Investigation	Task 3 - Pedestrian Crossing Investigation	Task 4 - Utility & ROW Coordination	Task 5 - Planning Level Cost Estimate	Task 6 - Traffic Analysis & Signal Memo	Total
SFCTA	\$ 19,650	\$ 13,940	\$ 10,003	\$ 6,970	\$ 6,970	\$ 19,707	\$ 77,240
Consultant	\$ 23,235	\$ 26,400	\$ 18,900	\$ 10,150	\$ 17,650	\$ 63,425	\$ 159,760
Total	\$ 42,885	\$ 40,340	\$ 28,903	\$ 17,120	\$ 24,620	\$ 83,132	\$ 237,000

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost		FTE	Total
Deputy Director	35	\$ 123.00	\$ 2.42	\$ 293.30		0.02	\$ 10,266
Highway Program Manager	124	\$ 110.19	\$ 2.42	\$ 266.35		0.06	\$ 32,921
Principal Engineer	150	\$ 93.92	\$ 2.42	\$ 227.01		0.07	\$ 34,052
Total	309					0.15	\$ 77,240

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$237,000	Total PROP K Recommended	\$237,000

SGA Project Number:		Name:	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP K EP-139	\$120,000	\$117,000	\$237,000

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. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

3. Upon completion (anticipated December 2026), SFCTA shall provide final Feasibility Study, including results of engineering and traffic studies, recommendations, cost estimates, and a funding and implementation plan. SFCTA shall present the final report to the Board for approval.

Special Conditions

1. Recommendation is contingent upon deobligation of \$237,000 allocated to the SFMTA under SGA 139-907167.

2. SFCTA shall present an interim project update to the Community Advisory Committee to share progress and seek feedback prior to seeking adoption of the final report.

Metric	PROP AA	TNC TAX	PROP K
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:	FY2022/23
Project Name:	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$237,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

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



Ocean Avenue Bike Feasibility Study

Preliminary – Subject to Change



RESOLUTION AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE DISTRICT 7 OCEAN AVE SAFETY & BIKE ACCESS [NTIP CAPITAL] TO ALLOW \$237,000 IN FUNDS HELD IN RESERVE FOR IMPLEMENTATION OF THE OCEAN AVE MOBILITY ACTION PLAN TO BE USED FOR THE OCEAN AVE MULTI-USE PATH FEASIBILITY STUDY (PROJECT); RELEASE \$237,000 ON RESERVE; AND APPROPRIATE \$237,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THE PROJECT

WHEREAS, In March 2023, through approval of Resolution 23-37, the Transportation Authority allocated \$237,000 to the San Francisco Municipal Transportation Agency (SFMTA) in Prop K District 7 Neighborhood Program funds held in reserve for implementation of near- and mid-term recommendations from the Ocean Avenue Mobility Access Plan (Action Plan); and

WHEREAS, The SFMTA implemented the recommended near- and mid-term improvements as a part of the Frida Kahlo Way Quick-Build project, and the Prop K NTIP funds are no longer required for that scope; and

WHEREAS, Transportation Authority staff, with the support of SFMTA staff, is recommending amendment of the Prop K Standard Grant Agreement (SGA) for the Plan (SGA 139-907167) to release \$237,000 from the reserve for further planning and engineering analysis of the technical feasibility of a multi-use path on Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection through the Ocean Ave Multi-Use Path Feasibility Study (Project), which is also a recommendation of the Action Plan as summarized in Attachment 1; and

WHEREAS, The attached revised allocation request form (Attachment 2) for the Project updates the scope, schedule, budget and funding plan to reflect the proposed SGA amendment and also includes updated deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedules; and



WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget to cover the proposed actions; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee was briefed on the subject SGA amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Project, releases \$237,000 in funds held in reserve to advance another recommendation in the Action Plan to implement further planning and engineering analysis of the technical feasibility of a multi-use path on Ocean Avenue through the Project, and appropriates \$237,000 in Prop K funds, with conditions, for the Project, as detailed in Attachment 2; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in Attachment 2; and be it further

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

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

Attachments:

- Attachment 1 - Proposed SGA Amendment for District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
- Attachment 2 - Allocation Request Form

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: November 20, 2025

TO: Transportation Authority Board

FROM: Drew Cooper – Acting Co-Deputy Director for Technology, Data & Analysis

SUBJECT: 12/9/2025 Board Meeting: Approve the 2025 San Francisco Congestion Management Program

RECOMMENDATION ☐ Information ☒ Action

Approve the 2025 San Francisco Congestion Management Program (CMP).

SUMMARY

As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law.

Transportation system performance has begun to stabilize since the COVID-era changes. Arterial and freeway speeds decreased by 4-6% between 2024 and 2025. Transit speeds and transit travel time reliability stayed constant between 2023 and 2025. Roadway travel time reliability became better on arterials, but reliability on freeways at peak hours worsened significantly, which may reflect overall increasing peak period congestion near pre-Covid levels, while also having more day-of-week variation in peak period congestion typical of the post-Covid era.

Transit ridership is recovering, with Muni, BART, and Caltrain at 72%, 44%, and 54% of 2019 (pre-COVID pandemic) ridership respectively as of April/May 2025, and ridership has continued to grow since then. Muni continues to serve more

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



than 95% of San Francisco residents within a 5-minute walk of their residence. Moreover, the share of the population within a 5-minute walk of a Muni route with a 5-minute headway increased to 29% for the AM peak and to 27% in 2025 for the PM peak, though this is still lower than the pre-COVID population share within a 5-minute walk of a Muni route with a 5-minute headway. Average monthly micromobility trips have also increased 110% from 2023 to 2025 in data available through September.

The number of property-damage only collisions, non-severe injury collisions, and severe injury collisions in San Francisco has remained mostly stable since 2020. However, the number of fatal traffic collisions in 2024 at 42 (of which 23 and 3 involved pedestrians and bikes, respectively) is the highest observed since 2011 (other than 2022 which has the same number of fatal collisions).

BACKGROUND

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the city to receive state fuel tax subventions and for the city's transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa, 2002) granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. SB 743 (Steiner, 2013) modified the criteria for local jurisdictions to designate IOZs. In September 2024, the Board of Supervisors designated an



updated IOZ for San Francisco, covering most of San Francisco based on transit frequency and land use criteria.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal Capital Improvement Program (CIP).

The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

DISCUSSION

The 2025 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2023. Key updates are summarized in the sections below.

Roadway Performance.

- **Fall 2023 Data Anomaly:** Due to an anomaly in the traffic speed data in Fall 2023, this CMP presents analysis that compares 2025 vehicular traffic data to 2024 rather than data from the previous 2023 cycle, as would be typical.
- **Roadway Speeds:** In general, roadway speeds are lower during the PM peak than in the AM peak, conforming to long-time historical trends. Average speeds on the CMP network arterials have decreased since 2024 for both the AM (-4%) and PM (-6%) peaks. Average speeds on CMP network freeways also decreased in both the AM and PM peak (-4%).
- **Roadway Travel Time Reliability:** The Buffer Time Index (BTI) is a measure of the unreliability of travel time and is calculated as the percent of average additional travel time that the travelers need to budget so that they have a 95% chance of arriving on time. Between 2024 and 2025 reliability remained flat on arterials, with the BTI remaining at 22% in the AM peak and decreasing from 21% to 20% in the PM peak (a slight improvement in reliability). In contrast, freeway travel time reliability worsened significantly over the same period from 44% to 57% in the AM peak and from 37% to 61% in the PM peak, indicating a rising need to manage freeway demand.



Transit Performance.

- **Transit Speeds (Muni bus):** The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency (SFMTA) from on-vehicle Automatic Passenger Counters. Average transit travel speeds on the CMP network for both the AM and PM peaks stayed constant between 2023 and 2025, a positive outcome, given the rise in vehicle traffic and multi-modal activity over this period. Transit speeds in 2025 are still higher than that during pre-COVID.
- **Transit Speed Reliability (Muni bus):** Muni bus transit speed information is also used to calculate the coefficient of variation (CV) of speed as a measure of transit speed reliability. The coefficient of variation (CV) is calculated by dividing the standard deviation of the speed by the average speed. The CV is expressed as a percentage of the mean speed. A lower percentage indicates more reliable transit speeds. Transit reliability has stabilized (i.e. variability stayed the same) since 2023, staying at the same levels (21%) observed in 2019 and 2023 for both the AM and PM peaks.
- **Transit Coverage (Muni):** The transit coverage metric reports the percent of San Francisco's total population and total jobs that are within a 5-minute walk of Muni transit service. Since 2023, more than 95% of San Francisco residents live within a 5-minute walk of Muni service. Moreover, the share of the population within a 5-minute walk of a Muni route with a 5-minute headway increased from 27% in 2023 to 29% in 2025 for the AM peak and from 20% in 2023 to 27% in 2025 for the PM peak, though this is still lower than the pre-COVID population share within a 5-minute walk of a Muni route with a 5-minute headway. Transit coverage in terms of jobs for both the AM and PM periods show trends similar to those observed in population transit coverage.
- **Automobile-to-Transit (Muni bus) Speed Ratio:** In 2025, the auto-to-transit speed ratio was 1.8 in both the AM and PM peak periods, indicating that vehicular traffic was a little less than twice as fast as bus speeds.

Mode share.

Driving (alone, sharing a ride, or using a TNC) is the most prevalent mode to both get around within San Francisco (43.9%) and to travel to/from San Francisco (76.3%). For travel within San Francisco, walking is the next most prevalent mode (41.0%). There is also a significant transit share for both travel markets (11.8% for trips within San Francisco, and 21.9% for trips to/from San Francisco).



Other CMP Elements.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the City's efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements, and the City's policy initiative to plan for mode shift long-term as documented in SFTP2050.
- **Land Use Impacts Analysis Program:** This chapter documents updates to the Regional Growth Framework, including updated Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Transit Oriented Communities (TOCs) in San Francisco. The Metropolitan Transportation Commission (MTC) recently adopted these new and revised designations as part of the Plan Bay Area 2050+ process. This new regional Sustainable Communities Strategy is expected to be adopted in early 2026. San Francisco is working with MTC to focus future development within PDAs and TOCs in the Bay Area and identify funding for transportation projects that support these areas.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2025 CMP reflects program updates since adoption of the 2023 CMP. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.
- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2023, and model enhancements are discussed in the 2025 CMP.

Next Steps. After approval from the Transportation Authority Board, the 2025 CMP report will be submitted to MTC for a review of consistency.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2025/26 budget.



CAC POSITION

The CAC considered this item at its November 19, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft 2025 CMP Executive Summary
- Attachment 2 - Resolution
- Enclosure 1 - Draft 2025 San Francisco CMP

CONGESTION MANAGEMENT PROGRAM NOVEMBER 2025

Executive Summary



Introduction

Every two years, the San Francisco County Transportation Authority (SFCTA) as the designated county Congestion Management Agency (CMA) for San Francisco prepares the San Francisco Congestion Management Program (CMP). This program is conducted biennially in accordance with state law to monitor congestion, inform policy and long-range planning efforts, and adopt strategies for mitigating traffic congestion that falls below certain thresholds as warranted.

The CMP combines the traffic Level of Service (LOS) and multimodal performance elements required under state CMP legislation, reflecting the legislation's requirement that LOS be included as one of several multimodal performance measures, and that automobile-focused metrics alone, such as LOS, result in a limited view of transportation issues. For this reason, SFCTA's approach is guided by San Francisco's long-standing Transit First policy and emphasis on accessibility for the movement of people and goods by transit, bicycling, walking, and shared modes, while maintaining motor vehicle circulation.

State CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, to effectively manage congestion, improve air quality, and facilitate sustainable development. The purpose of the 2025 San Francisco Congestion Management Program is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco to the public and the Metropolitan Transportation Commission (MTC);
- Describe San Francisco's congestion management strategies and efforts; and
- Outline the congestion management work program for the two upcoming fiscal years.

State of San Francisco's Transportation System

Transportation system performance has begun to stabilize since the COVID-era changes. Arterial and freeway speeds decreased by 4 - 6% between 2024 and 2025. Transit speeds and transit travel time reliability stayed constant between 2023 and 2025. Roadway travel time reliability became better on arterials, but reliability on freeways at peak hours worsened significantly, which may reflect overall increasing peak period

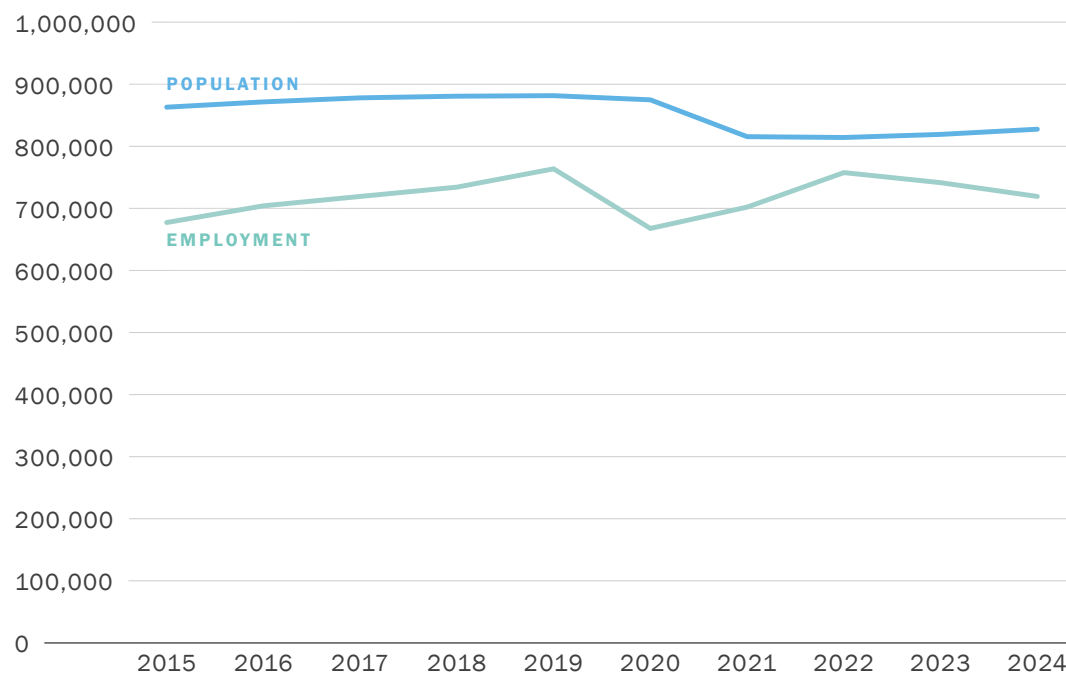
congestion near pre-Covid levels, while also having more day-of-week variation in peak period congestion typical of the post-Covid era. Traffic counts on Tuesdays through Thursdays at mid-block locations continued to increase between 2023 and 2025 (+5%), reaching 92% of pre-COVID pandemic (2019) levels. This may indicate that arterial congestion is nearing pre-pandemic levels. The Transportation Authority tracks the ratio of travel speeds by private vehicle vs transit as a primary system performance indicator, reflecting San Francisco's long-standing Transit First Policy.

Transit ridership is recovering, with Muni, BART, and Caltrain at 72%, 44%, and 54% of 2019 (pre-COVID pandemic) ridership respectively as of Apr/May 2025, and ridership has continued to grow since then. Muni continues to serve more than 95% of San Francisco residents within a five-minute walk of their residence. Moreover, the share of the population within a five-minute walk of a Muni route with a five-minute headway increased to 29% for the AM Peak and to 27% in 2025 for the PM Peak, though this is still lower than the pre-COVID population share within a five-minute walk of a Muni route with a five-minute headway. Multimodal counts conducted at intersections observed sharply rising bicycle counts in the AM Peak (+42%) and PM Peak (+36%) along with more flat pedestrian counts in the AM Peak (+0%) and a modest increase in the PM Peak (+8%). Average monthly micromobility trips have also increased 110% from 2023 to 2025 in data available through September.

The number of property-damage only (PDO) collisions, non-severe injury collisions, and severe injury collisions in San Francisco has remained mostly stable since 2020. However, the number of fatal traffic collisions in 2024 at 42 (of which 23 and 3 involved pedestrians and bikes, respectively) is the highest observed since 2011 (other than 2022 which has the same number of fatal collisions).

As reported in the Transportation Authority's Downtown Travel Study (March 2025), while San Francisco continues to be an employment and population hub in the Bay Area, significant changes have occurred in both San Francisco population and employment since the COVID pandemic. San Francisco's population declined from a peak in 2019 of 882,000 to 814,000 in 2022 due to the COVID pandemic, but its population has been steadily recovering since, reaching 828,000 by 2024. Employment in San Francisco peaked right before the COVID pandemic in 2019 at 764,000, and dropped due to the COVID pandemic between 2019 and 2020. Employment numbers increased to 758,000 in 2022, though there has been a decrease since then to 719,000 in 2024. The COVID pandemic produced profound changes in commuting patterns that affect the transportation system performance metrics reported in this document. In 2019, only 7% of employed San Francisco residents reported regularly working from home, but during the peak of the COVID pandemic in 2021, this share increased to 46%, before declining in 2023 to 24% of employed residents working from home.¹

¹ ACS One-Year Supplemental Estimates, Table K200801

Figure 0-1. San Francisco Population and Employment

Note: Population and employment estimates are as of July 1 of each year

Population Source: US Census Population and Housing Unit;

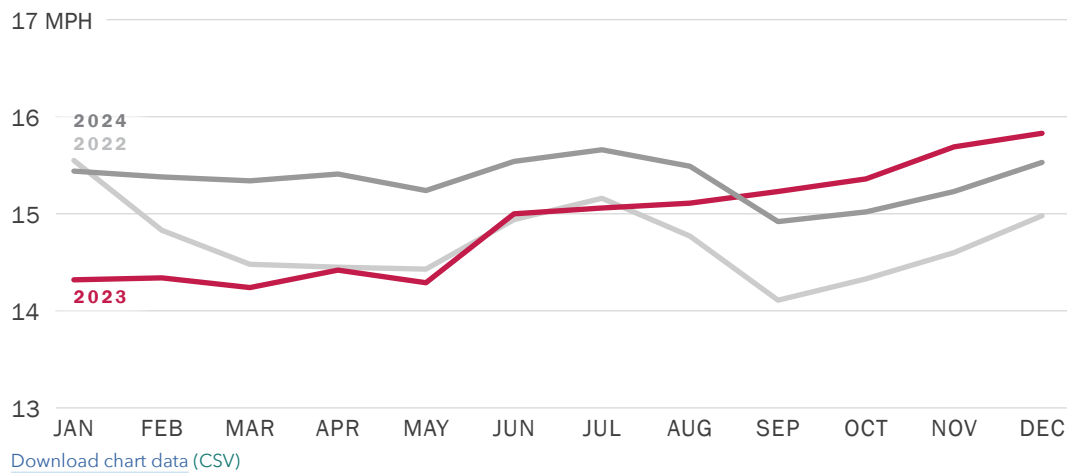
Employment Source: California Employment Development Department Current Employment Statistics

[Download chart data \(CSV\)](#)

ROADWAY MONITORING RESULTS

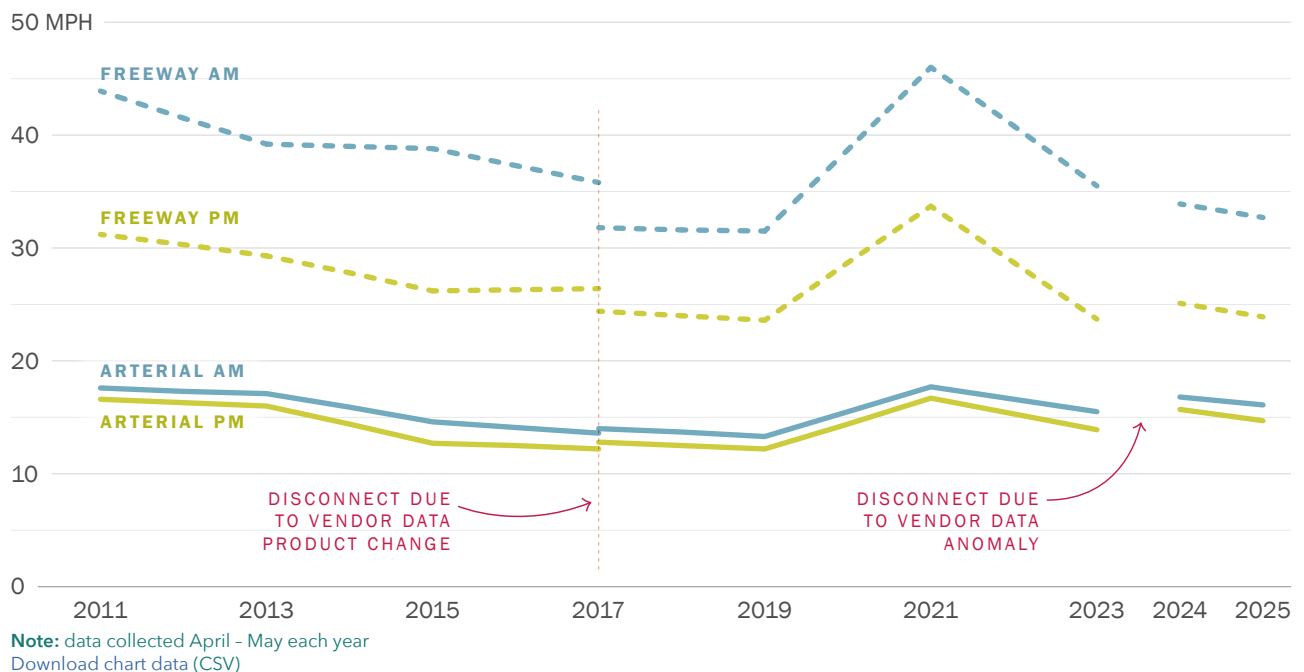
Fall 2023 Data Anomaly and Change to Methodology

Traffic speeds vary seasonally, with lower speeds in the spring and fall, and higher speeds in the summer and winter during holidays and school closures. The CMP accounts for this seasonality by monitoring speeds in the same months, April and May, of each year. Speeds during 2020 and 2021 followed unique patterns due to the Covid 19 pandemic, but typical seasonality was evident again in 2022. From 2022 to 2025 so far, each year has exhibited normal seasonal trends. However, in August and September of 2023, when speeds typically decline from summer highs, INRIX data showed speeds continuing to increase. Staff could not identify any events that would explain a significant two-month long deviation in typical seasonal speed trends and believe there is an error in the underlying data or change in data processing methods, although INRIX has not confirmed this. After this unexplained increase in speeds data resumed typical seasonal patterns, although at elevated speeds. This resulted in higher peak period traffic speeds in 2025 than in 2023, which is an unintuitive trend that is not supported by contemporaneous arterial traffic counts in 2023 and 2025. As a result, the following analysis compares 2025 data to 2024 rather than data from the previous 2023 cycle, as would be typical.

Figure 0-2. INRIX Arterial Speeds by Month, 8 – 9 a.m.

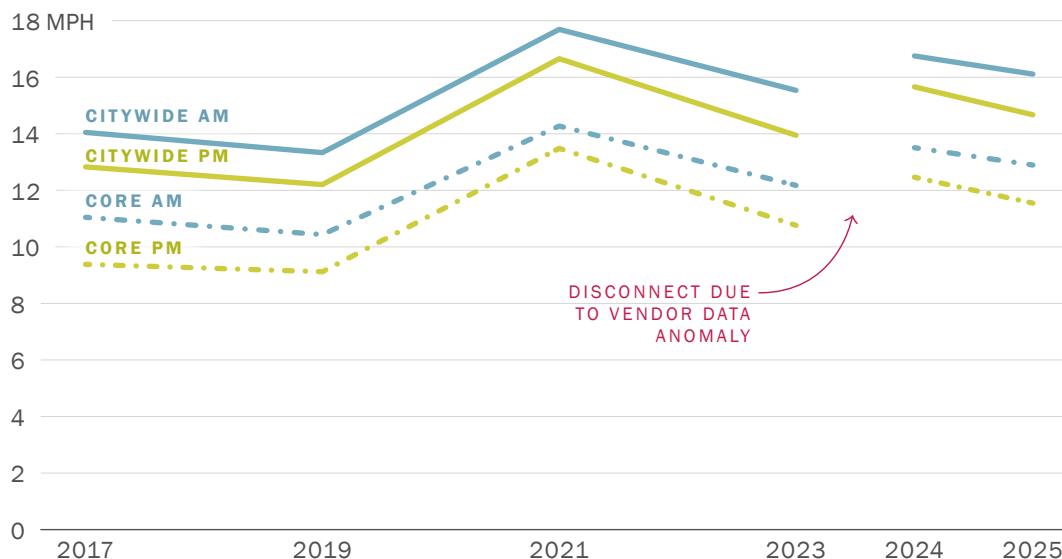
Roadway Speeds

In general, roadway speeds are lower during the PM Peak than in the AM Peak, conforming to long-time historical trends. Roadway speeds increased in 2021 during the COVID pandemic, then decreased between 2021 and 2023 as people began to return to pre-COVID pandemic activity levels. The trend in speeds from 2023 to 2024 is unknown due to the anomaly described above. From 2024 to 2025 Freeway AM Peak speeds decreased by 4% and PM Peak speeds decreased 6%. Arterial speeds decreased by 4% in both the AM Peak and PM Peak between 2024 and 2025 (Figure 0-3).

Figure 0-3. CMP Network Average Travel Speed

Arterial roadway speeds in the downtown core are historically lower than citywide average arterial speeds. Between 2024 and 2025, arterial speeds in the downtown core declined by 6% in the AM Peak and 7% in the PM Peak, a faster rate of decline than citywide arterial speeds (Figure 4-3)

Figure 0-4. CMP Arterial Average Speeds Citywide and in the Downtown Core¹



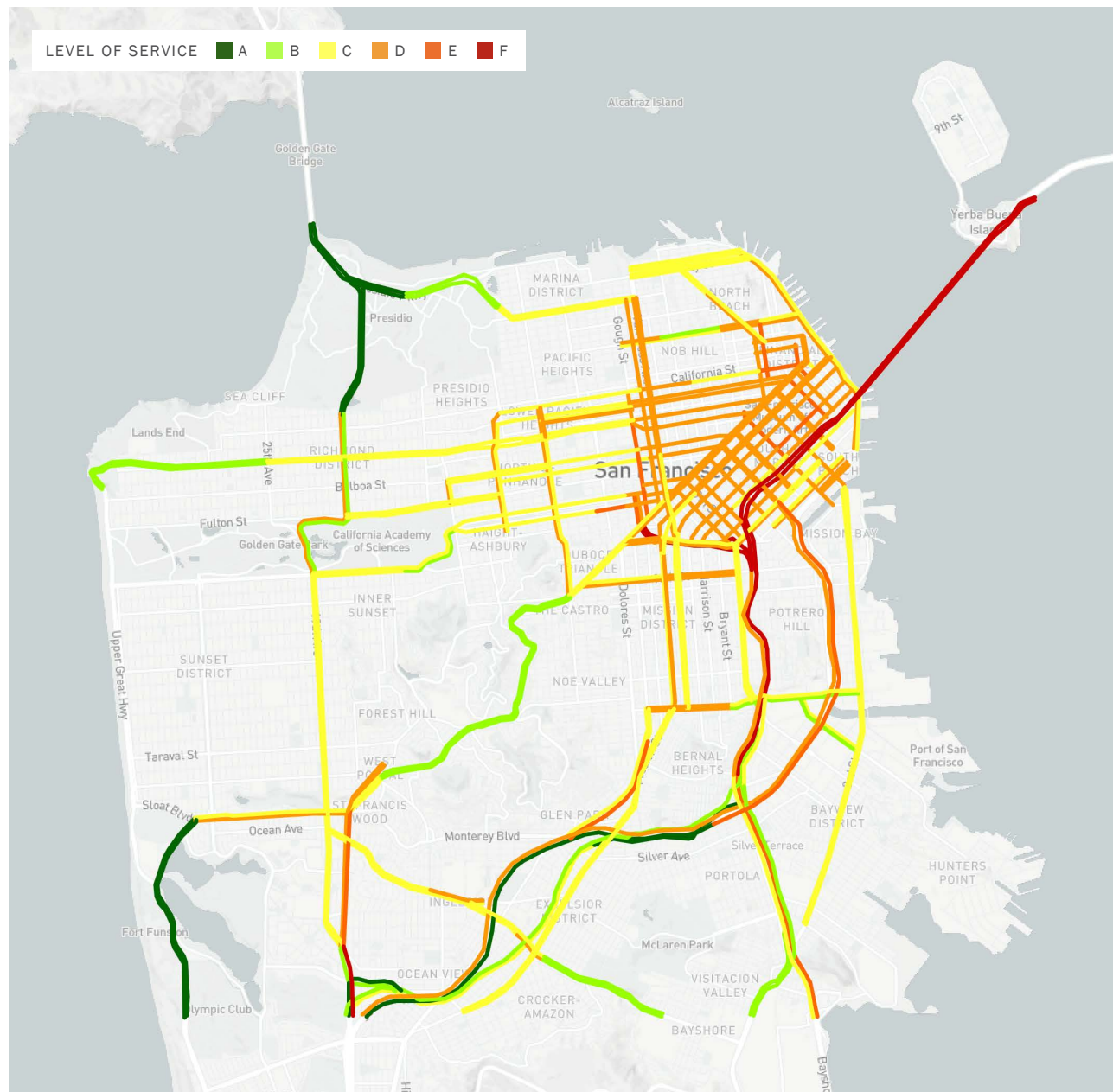
Note: data collected April - May each year
[Download chart data \(CSV\)](#)

ROADWAY LEVEL OF SERVICE (LOS)

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with "A" describing free flow, and "F" describing bumper-to-bumper conditions.

Figure 0-5 shows PM Peak LOS in 2025. Freeways approaching and traversing the downtown core are congested, with LOS ranging from D and F. The southern leg of US-101 and I-280, further from the downtown core, are less congested, with LOS ranging from A to D. Arterials in downtown are nearly uniformly LOS D, while arterials outside of the core perform better and have more variability, ranging from A to D. The AM Peak shows similar trends. As noted in the Downtown Travel Study, this profile of traffic congestion lies within a context of a fluid downtown recovery. An interactive version of this map that allows users to view historical trends for the City overall, as well as for all the individual CMP segments, can be found at cmp.sfcta.org.

¹ Downtown Core in this figure is defined to include streets east of Franklin/Gough Streets, and north of the Central Freeway and Mission Creek. It also includes the streets immediately surrounding the Octavia Boulevard entrance/exit of the Central Freeway

Figure 0-5. 2025 PM Peak Roadway Level-of-Service

ROADWAY TRAVEL TIME RELIABILITY

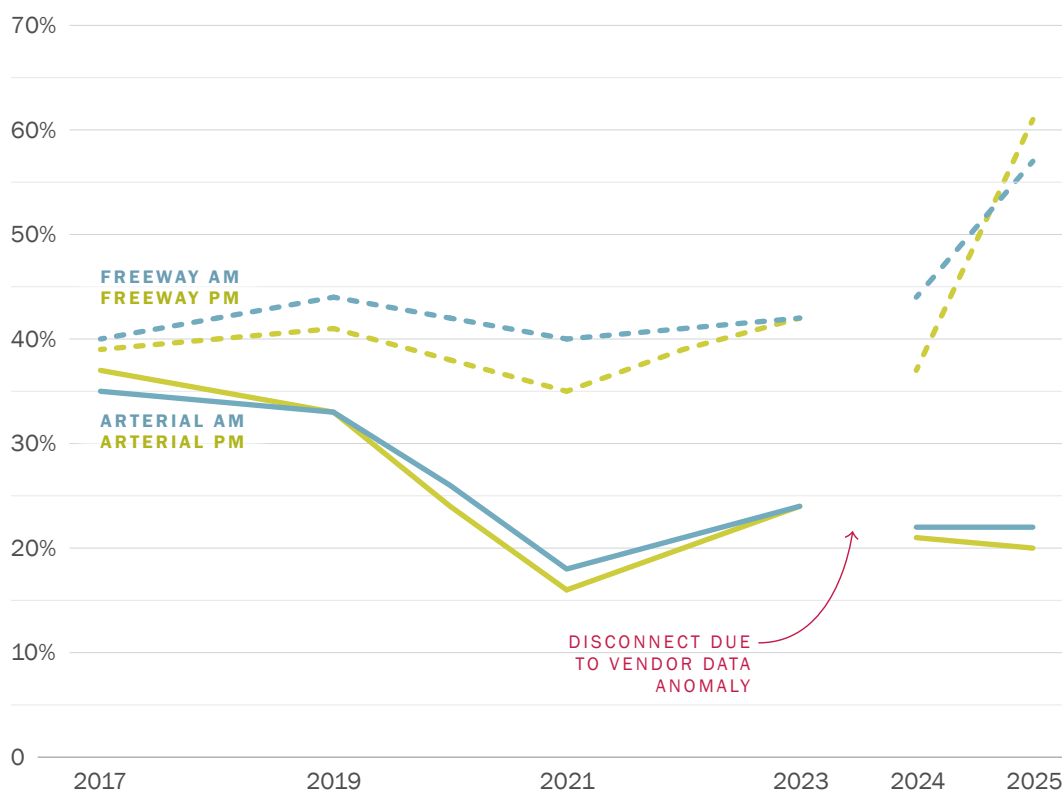
While the average travel speeds and LOS provide useful insights into congestion, they do not capture a critical aspect of peoples' perception of congestion, which is the reliability of travel times. For example, a traveler is likely to perceive the congestion on a roadway where the travel is always 15 minutes differently that they perceive the congestion on a roadway where half the time the travel time is 5 minutes and the other half the time the travel time is 25 minutes. The unreliability of the travel time on this

second roadway is onerous because it forces travelers to change their schedule so as to ensure that they aren't late to their destinations.

The Buffer Time Index (BTI) is a measure of the unreliability of vehicular travel time, and is calculated as the percent of average additional travel time that the travelers need to budget so that they have a 95% chance of arriving on time. In other words, it is the extra time needed if one does not want to be late more than once a month, and a lower value of BTI indicates higher reliability (see below for a parallel measure for transit travel). For example, a BTI of 20% for a 10 minute trip requires a traveler to budget an extra 2 minutes to not be late more than once a month.

Between 2024 and 2025 reliability remained flat on CMP network arterials, with the BTI remaining at 22% in the AM Peak and decreasing 21% to 20% in the PM Peak (a slight improvement in reliability). In contrast, freeway travel time reliability worsened significantly over the same period from 44% to 57% in the AM Peak and from 37% to 61% in the PM Peak (Figure O-6), indicating a rising need to manage freeway demand (see San Francisco Freeway Management Study, underway).

Figure O-6. CMP Network Average Travel Time Reliability, as Shown by Buffer Time Index (BTI)

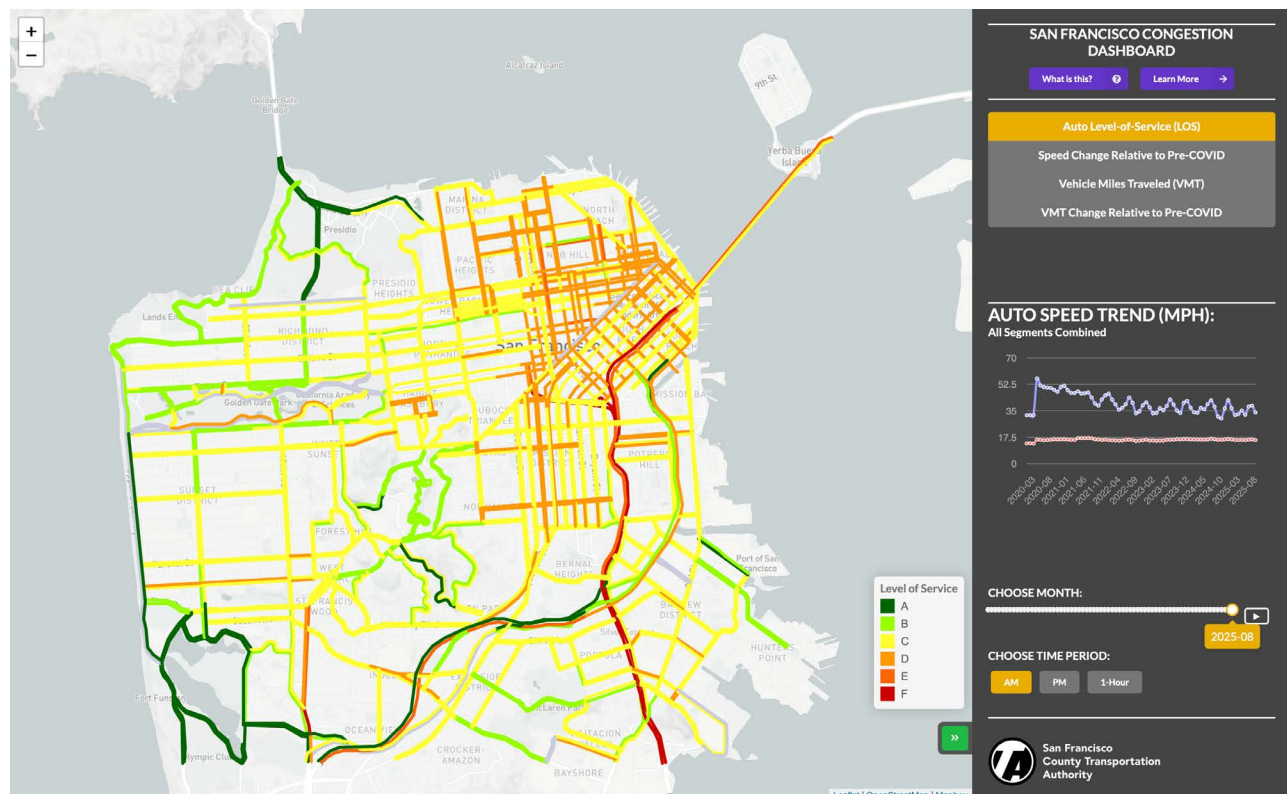


Note: data collected April - May each year
[Download chart data \(CSV\)](#)

SAN FRANCISCO CONGESTION DASHBOARD

The Transportation Authority maintains the San Francisco Congestion Dashboard (congestion.sfcta.org), shown in Figure 0-7. This tool reports many of the same roadway performance metrics as reported the CMP congestion visualization, but with a much greater frequency (monthly instead of biennially), for a larger set of roadway segments, and at an hourly level as well as for the AM Peak and PM Peak periods starting in January 2020.

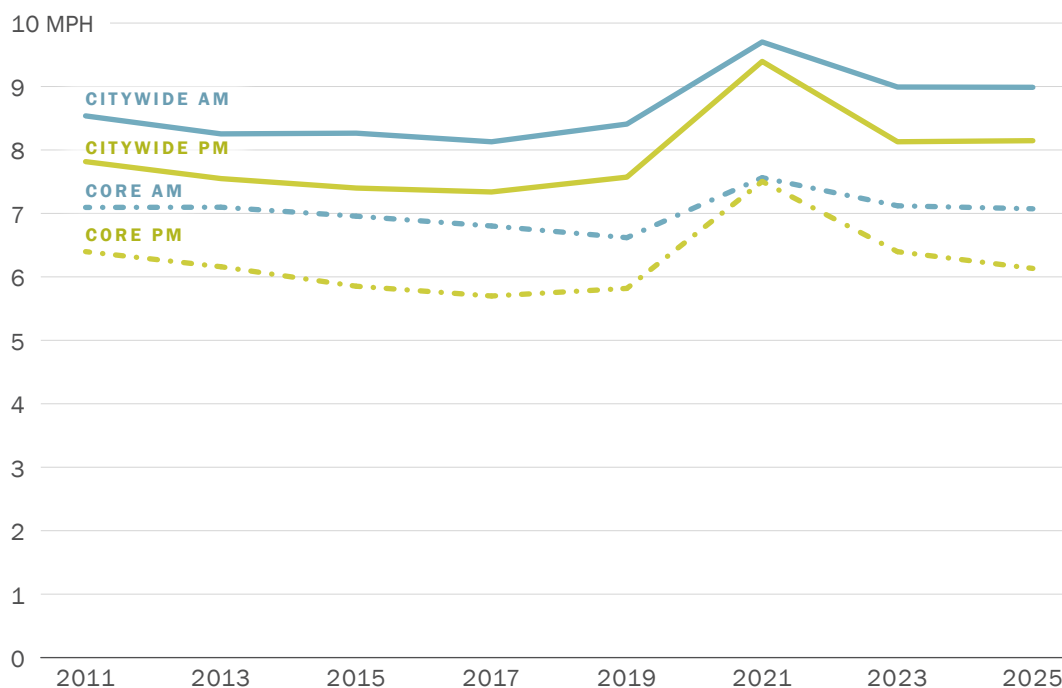
Figure 0-7. San Francisco Congestion Dashboard



Transit Monitoring Results

TRANSIT SPEEDS (MUNI BUS)

Average transit travel speeds on the CMP network for both the AM Peak and PM Peak stayed constant between 2023 and 2025, a positive outcome, given the rise in vehicle traffic and multimodal activity over this period. Transit speeds in 2025 are still higher than that during pre-COVID (Figure 0-8).

Figure 0-8. CMP Network Average Transit Speeds¹

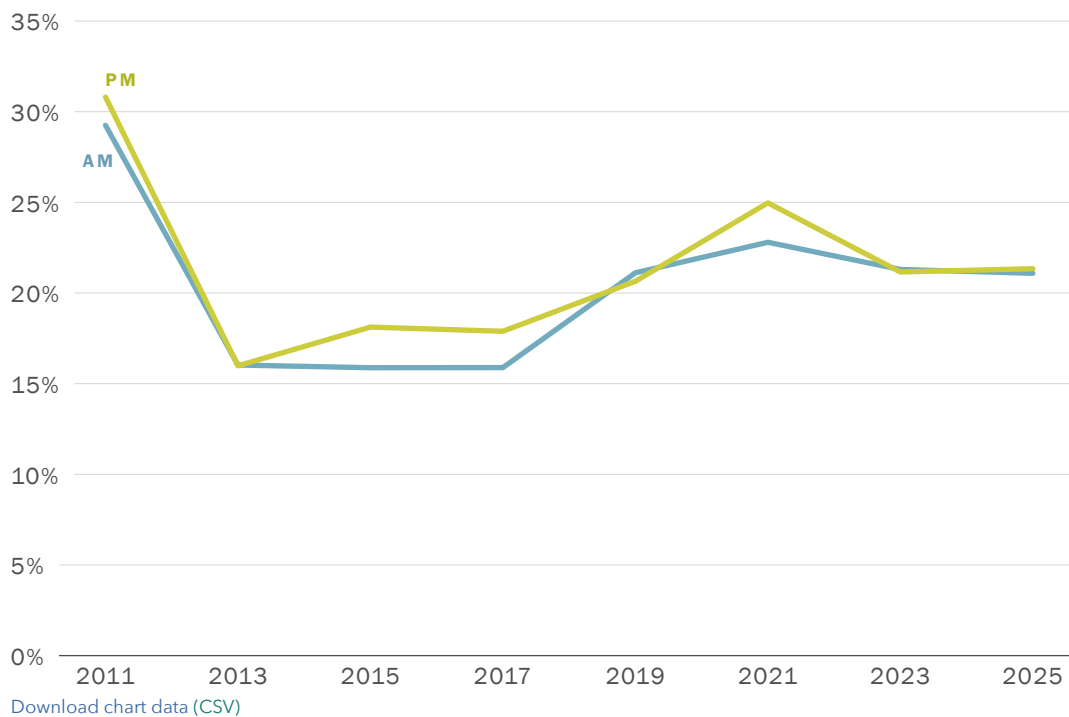
[Download chart data \(CSV\)](#)

Transit Speed Reliability (Muni bus)

Transit (Muni bus) speed information is also used to calculate the coefficient of variation (CV) of speed as a measure of transit speed reliability. The coefficient of variation is calculated by dividing the standard deviation of the speed by the average speed, thereby normalizing the results to compare relative variability between faster and slower segments. The CV is expressed as a percentage of the mean speed. A lower percentage indicates more reliable transit speeds.

Transit reliability has stabilized (i.e. variability stayed the same) since 2023, staying at the same levels (21%) observed in 2019 and 2023 for both the AM Peak and PM Peak (Figure 0-9). With the average transit speeds in 2025 at 9.0 MPH (AM Peak) and 8.1 MPH (PM Peak), a CV of 21% means that approximately 70% of the time, a 3 mile transit trip would take between 15.8 and 24.2 minutes for the AM Peak, and between 17.6 and 26.9 minutes for the PM Peak. As with transit travel times, this is a positive trend and may reflect benefits from a variety of transit priority investments and traffic management strategies that were implemented during this time.

¹ Downtown Core in this figure is defined to include streets east of Franklin/Gough Streets, and north of the Central Freeway and Mission Creek. It also includes the streets immediately surrounding the Octavia Boulevard entrance/exit of the Central Freeway

Figure 0-9. CMP Network Transit Travel Time Variability

Auto-Transit Speed Ratio

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni bus data is available. A ratio of 2 would indicate that, for a particular segment, auto speeds are twice as fast as transit speeds. The ratio had been improving between 2013 and 2019, worsened during the COVID pandemic and has been hovering around 1.7 – 1.8 since 2021. In 2025, the auto-to-transit speed ratio was 1.8 in the AM Peak and PM Peak periods. Due to the Fall 2023 data anomaly, the auto-to-transit speed ratio for 2025 cannot be directly compared to 2023.

MULTIMODAL COUNTS

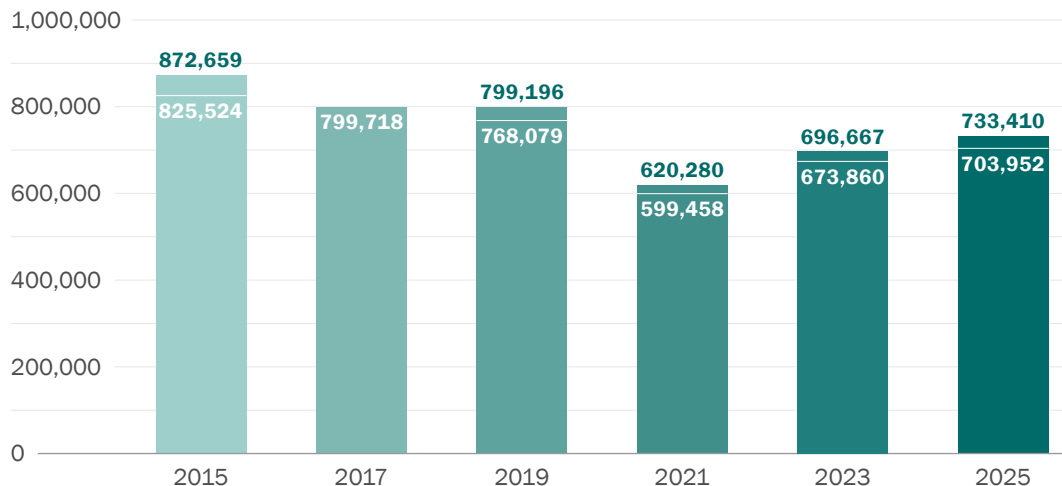
The City and County of San Francisco has placed a high priority on supporting walking and cycling/rolling modes (including bicycling, bike share and shuttles) to facilitate active and affordable means of travel. Multimodal counts have been collected at 29 mid-block locations (vehicle only) (Figure O-10 and Figure O-11) and 14 intersections (vehicle, bicycle (Figure O-12), and pedestrian (Figure O-13) since 2015.

Vehicle Volumes

Mid-block mid-week average daily traffic continued to increase between 2023 and 2025 (+4%), reaching 92% of pre-COVID pandemic (2019) levels (Figure O-10). The 2025 AM Peak and PM Peak mid-block mid-week vehicle counts stand at 88% and 92% of 2019 (pre-COVID

pandemic) levels, respectively. The trendlines may also suggest that the ongoing vehicular traffic decrease observed from 2015 to 2019 is continuing past the COVID pandemic.¹

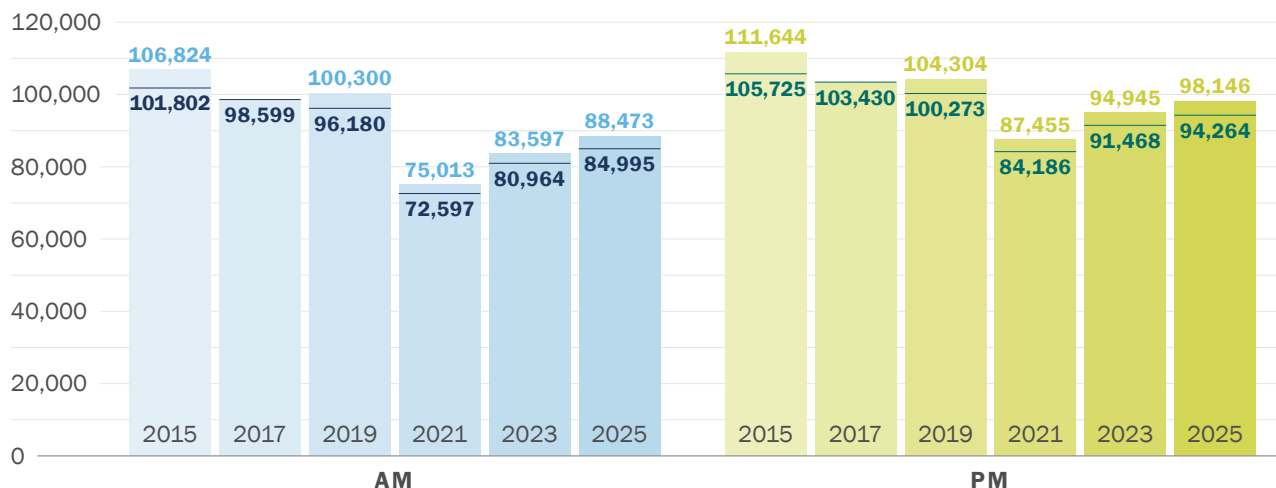
Figure 0-10. Mid-Block Mid-week (Tue/Wed/Thu) Average Daily Traffic (ADT)



Note: Data collected April - May biennially at the same locations, counts shown for the bars are summed over all 29 locations and directions, whereas the white line within each bar only shows counts summed over 28 locations and directions (excluding counts from Van Ness between California and Pine, where no data were collected in 2017).

[Download chart data \(CSV\)](#)

Figure 0-11. Mid-Block Mid-week (Tue/Wed/Thu) Average AM/PM Peak Traffic Counts



Note: Data collected April - May biennially at the same locations, counts shown for the columns are summed over all 29 locations and directions, whereas the line within each column only shows counts summed over 28 locations and directions (excluding counts from Van Ness between California and Pine, where no data were collected in 2017).

[Download chart data \(CSV\)](#)

¹ A data error in 2023 midblock traffic counts was discovered that resulted in lower AM Peak period counts. This error is corrected in the 2025 CMP.

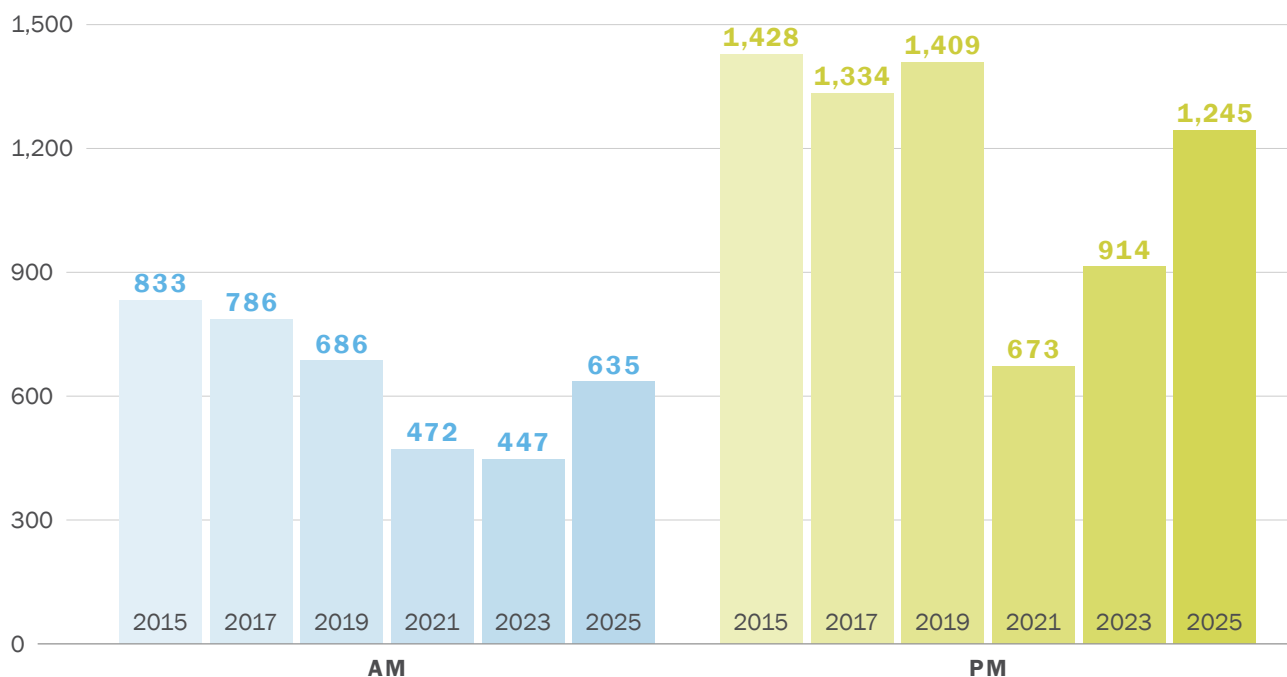
Bicycle and Pedestrian Volumes

Figure O-12 and Figure O-13 respectively show bicycle and pedestrian counts collected by SFCTA between 2015 and 2025 throughout the city. In contrast to vehicle counts, bicycle and pedestrian intersection counts show a stronger recovery in the PM Peak than the AM Peak. Bicycle counts showed a particularly strong increase between 2023 and 2025 of +42% for the AM Peak and +36% for the PM Peak. Pedestrian counts saw more modest changes between 2023 and 2025, with AM Peak counts basically unchanged (+0%), and PM Peak counts increasing +8%.

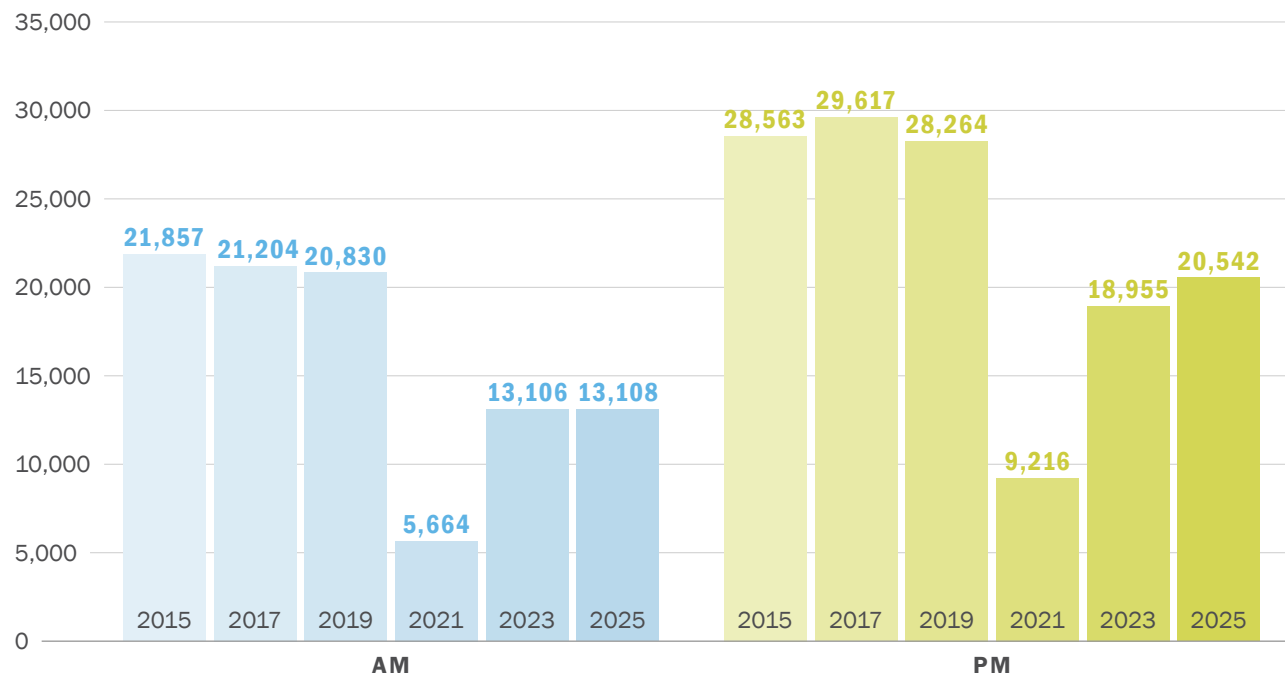
AM Peak vs PM Peak Travel

Taken together, travel in the PM Peak (4:30 – 6:30 p.m.) seems to show a slight mode shift from automobiles to bicycles and walking. This shift away from automobiles is not observed in the AM Peak (7:00 – 9:00 a.m.) however.

Figure O-12. Intersection Single-Day Bicycle Counts



Note: Data collected April – May biennially at the same locations, counts shown are summed over all locations.
[Download chart data \(CSV\)](#)

Figure 0-13. Intersection Pedestrian Counts

Note: Data collected April - May biennially at the same locations, counts shown are summed over all locations.
[Download chart data \(CSV\)](#)

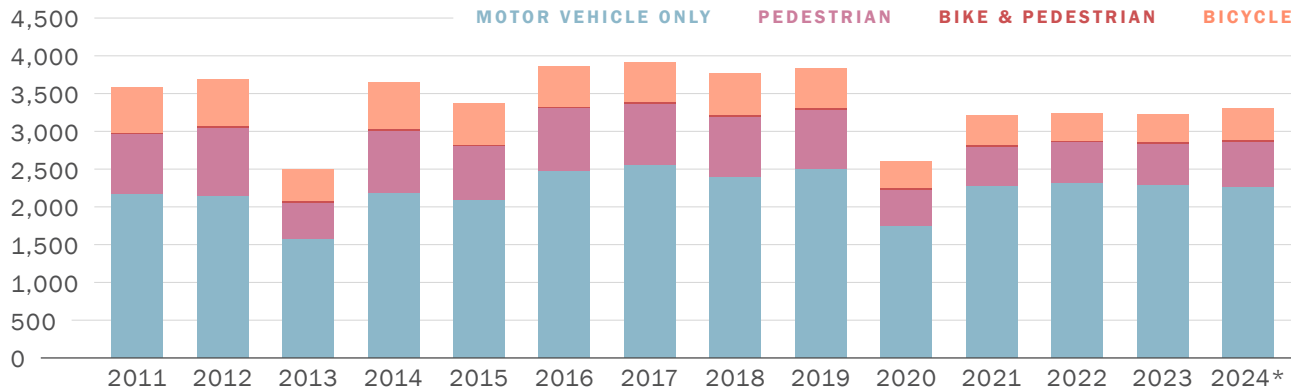
TRAFFIC SAFETY

Safety for road users, including those walking or biking, are key measures of transportation performance, and a critical policy priority for San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The San Francisco Street Safety Act (July 2025) re-affirmed San Francisco's commitment to traffic safety and identified specific activities across city agencies to advance the city's goals.

The number of injury collisions (involving people walking or biking) dropped significantly in 2020, probably due to the substantial reduction in vehicle and non-motorized volumes in 2020 due to the COVID pandemic. Speeding remains a top collision factor and concern during this time, among the "Focus on the 5" priorities for SFMTA counter-measure and San Francisco Police Department traffic enforcement efforts. The number of property-damage only (PDO) collisions, non-severe injury collisions, and severe injury collisions have increased from 2020 lows, but remain mostly stable below pre-pandemic highs as of 2024 (Figure 0-14). The total number of fatal collisions in 2024 at 42 (of which 23 and 3 involved people walking and biking, respectively), however, is the highest observed since 2011 (other than 2022 which has the same number of fatal collisions) (Figure 0-15). Total fatalities also increased to their highest level observed since 2011, reaching 48

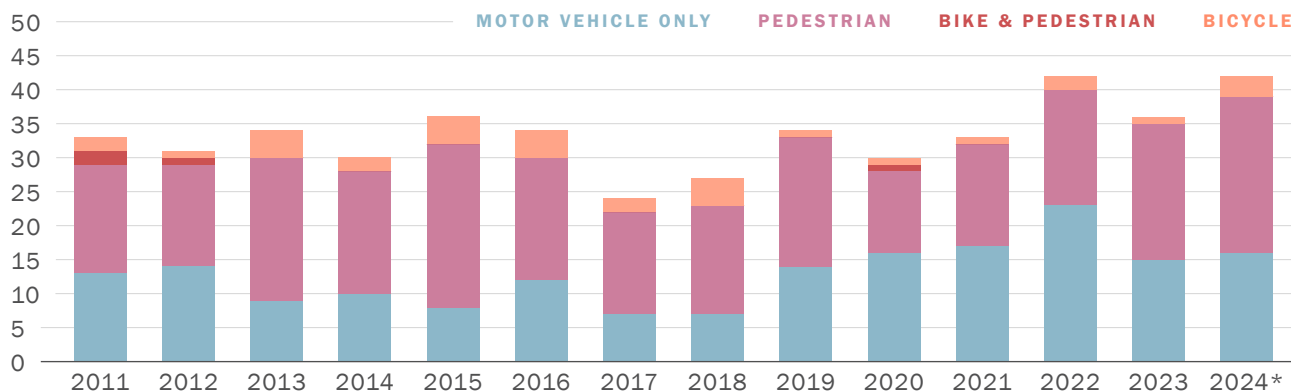
(Figure 0-16). These totals are higher than those reported through San Francisco's Vision Zero program, which exclude fatalities that occur on freeways.

Figure 0-14. Injury Collisions by Party Type Involved in San Francisco



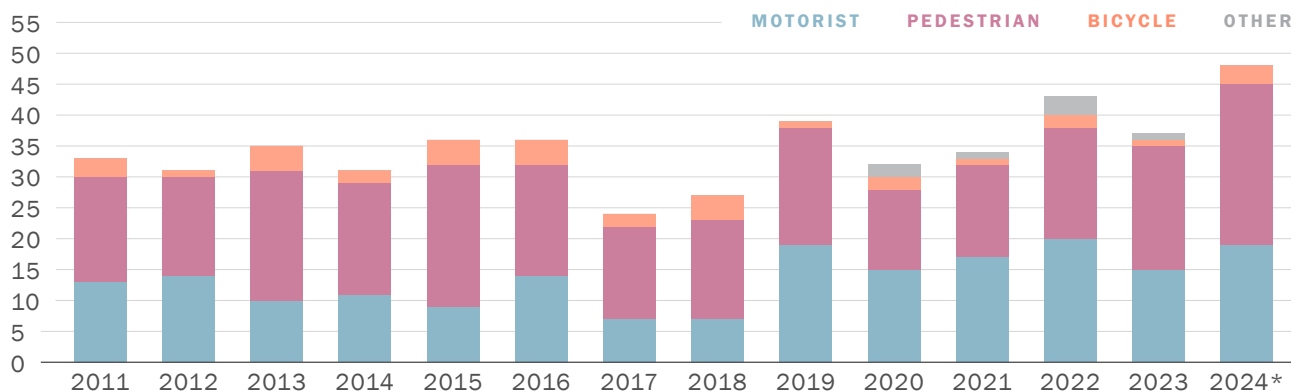
* provisional data.
[Download chart data \(CSV\)](#)

Figure 0-15. Fatal Collisions by Party Type Involved in San Francisco



* provisional data.
[Download chart data \(CSV\)](#)

Figure 0-16. Collision Fatalities by Party Type in San Francisco



* provisional data.
[Download chart data \(CSV\)](#)

Mode Share

Mode share describes the mix of modes, such as transit, biking, walking, and driving used to travel to, from, and within San Francisco. Figure O-17, Figure O-18, and Figure O-19 summarize the share of trips by mode for trips in San Francisco broken down into three different travel markets: all trips to/from/within San Francisco, regional trips to/from San Francisco (trips where one of the trip ends is in San Francisco and the other is not), and trips within San Francisco (trips that both start and end in San Francisco). Driving (alone, sharing a ride, or using a TNC) is the most prevalent mode to both get around within San Francisco (43.9%) and to travel to/from San Francisco (76.3%). For travel within San Francisco, walking is the next most prevalent mode (41.0%). There is also a significant transit share for both travel markets (11.8% for trips within San Francisco, and 21.9% for trips to/from San Francisco).

Figure O-17. Mode Split for Person Trips Within San Francisco

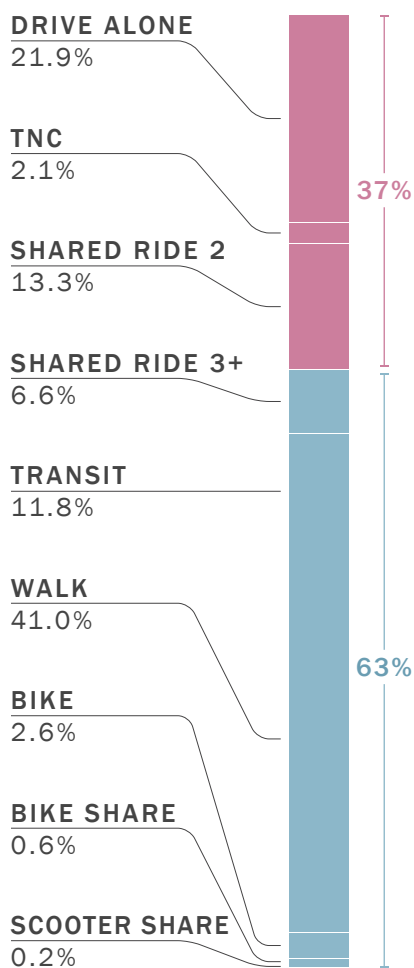


Figure O-18. Mode Split for Regional Person Trips To/From San Francisco

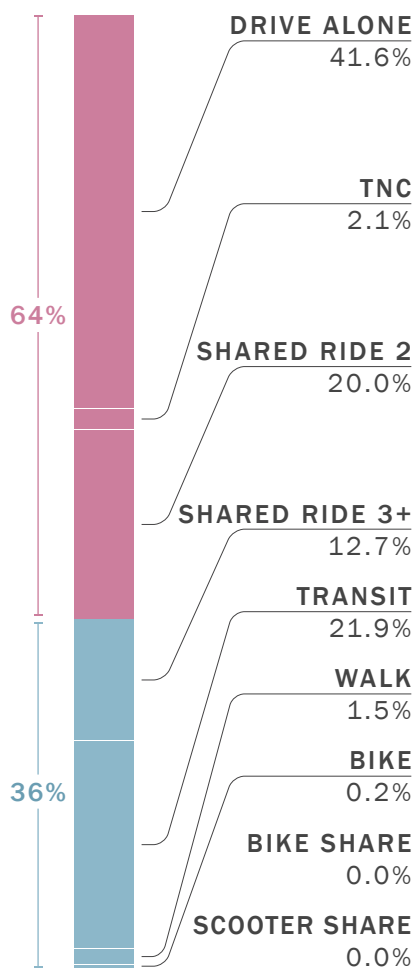
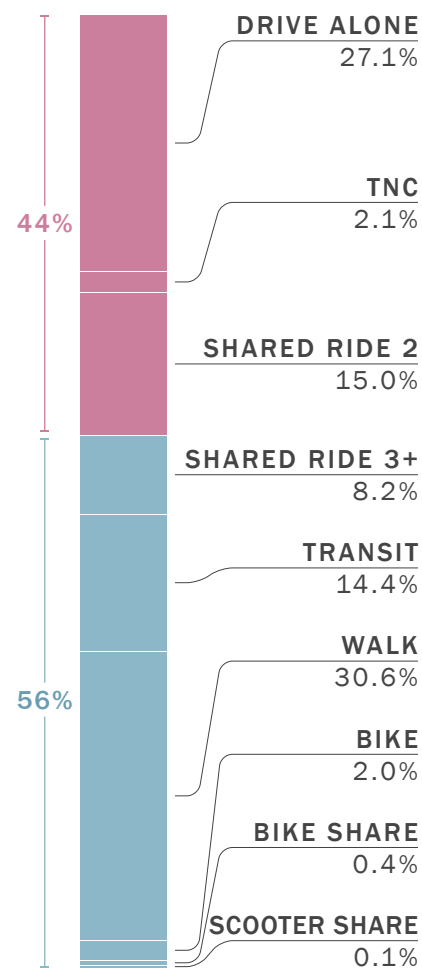


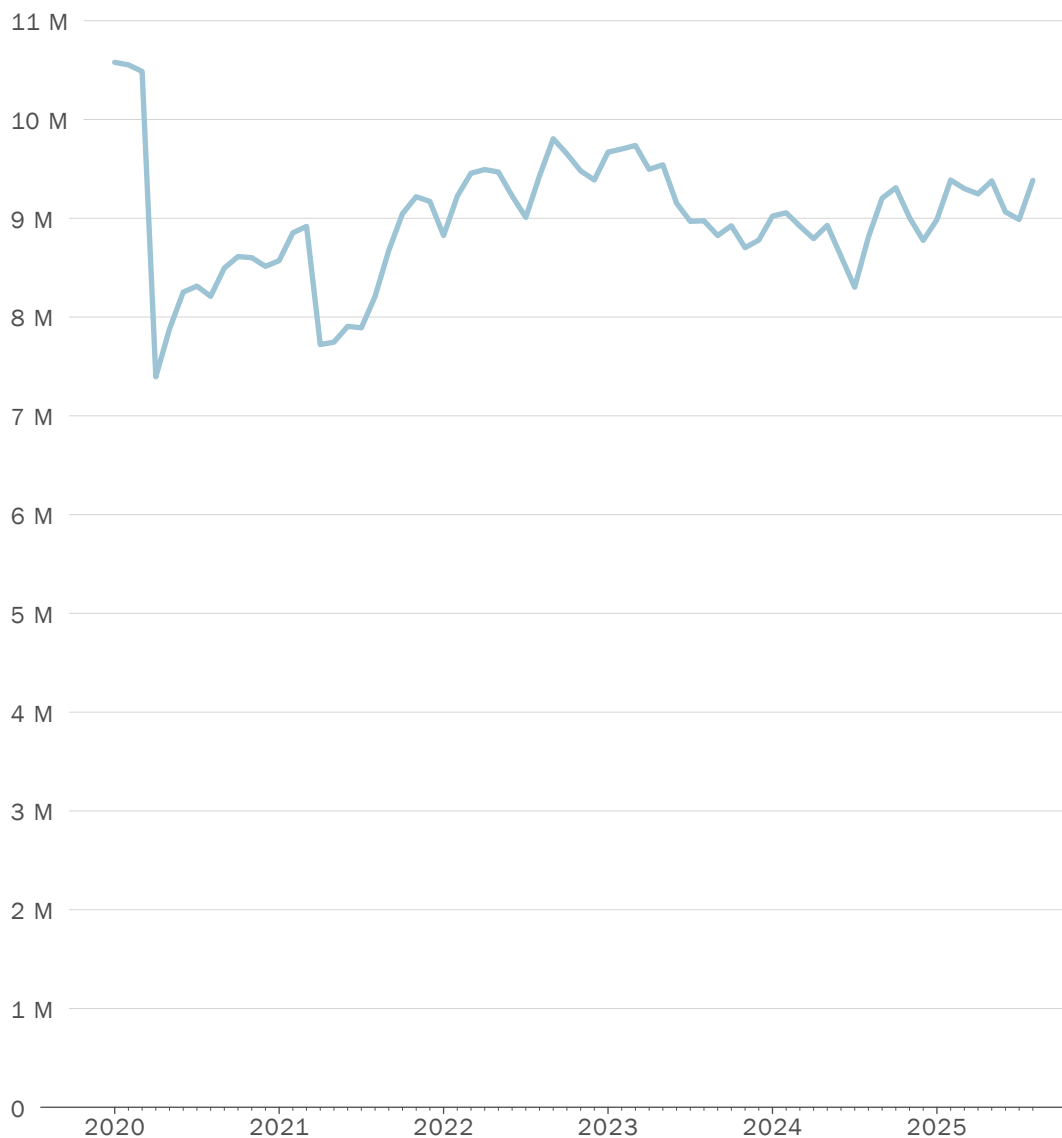
Figure O-19. Combined mode split for Person Trips To/From/Within San Francisco



Vehicle Miles Traveled (VMT)

In 2016, the San Francisco Planning Commission adopted new guidelines for evaluating the transportation impacts of new projects. Critically, environmental impact determinations locally and statewide are now based on vehicle miles traveled (VMT) rather than additional automobile delay as measured by level-of-service (LOS). VMT decreased by 20 – 30% in the first 1.5 years of the COVID pandemic. As of 2025, VMT is hovering at around 10% below pre-COVID levels (Figure O-20).

Figure O-20. Daily Vehicle Miles Traveled in San Francisco

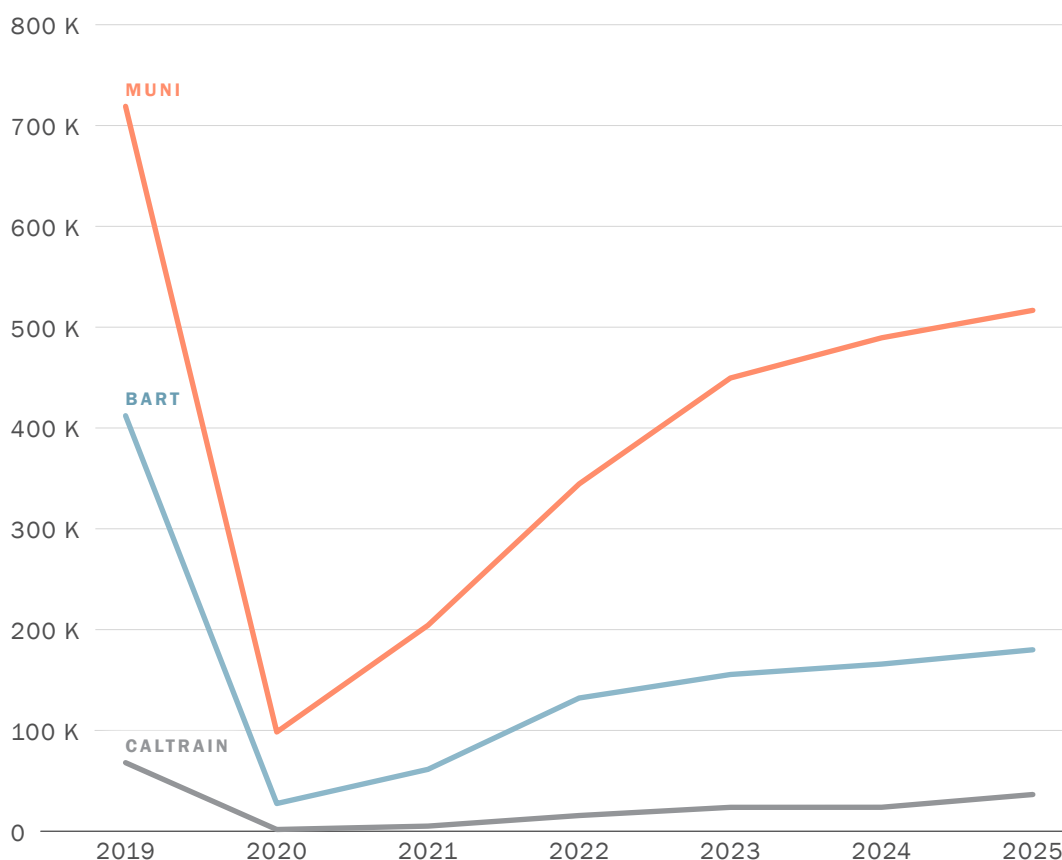


Source: The Transportation Authority, based on INRIX automobile speed data
[Download chart data \(CSV\)](#)

Transit Ridership

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and commuter bus lines help move people into, out of, and around the city efficiently. Figure O-21 shows recent ridership trends for the three largest transit systems serving San Francisco. Muni carries the greatest number of trips in San Francisco, with over 500,000 trips on a typical April – May weekday in 2025. Ridership on all three operators declined significantly with the spread of COVID in 2020. Since then, ridership has been gradually increasing every year, but in Apr – May 2025 ridership is still lower than pre-COVID pandemic levels, with Muni, BART, and Caltrain at 72%, 44%, and 54% of 2019 (pre-COVID pandemic) ridership respectively. As of October 2025 (for Muni and Caltrain) and June 2025 (for BART), ridership has further recovered to 82%, 48%, and 62% of pre-pandemic ridership for Muni, BART, and Caltrain, respectively.

Figure O-21. Average Weekday Daily Transit Boardings by Operator (April – May of each year)



Source: SFMTA/BART/Caltrain

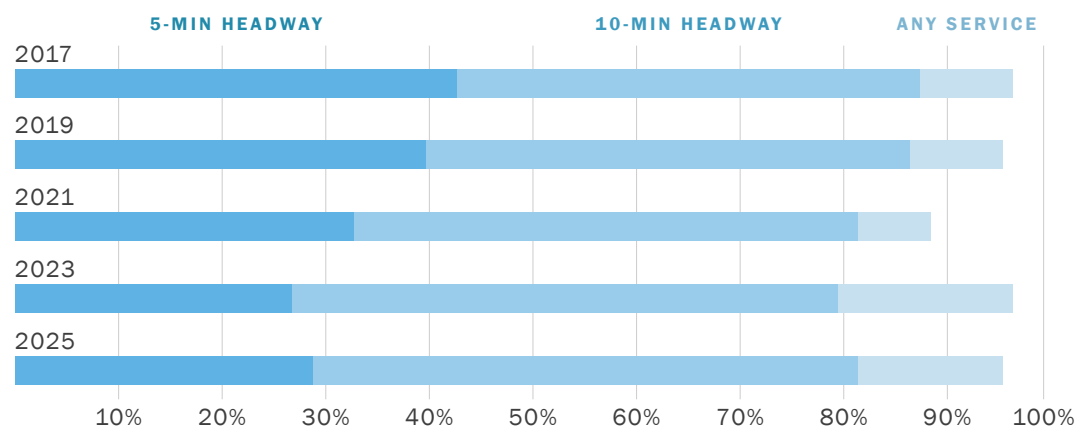
Note: data collected April – May each year except for Caltrain it is February

[Download chart data \(CSV\)](#)

Transit Coverage

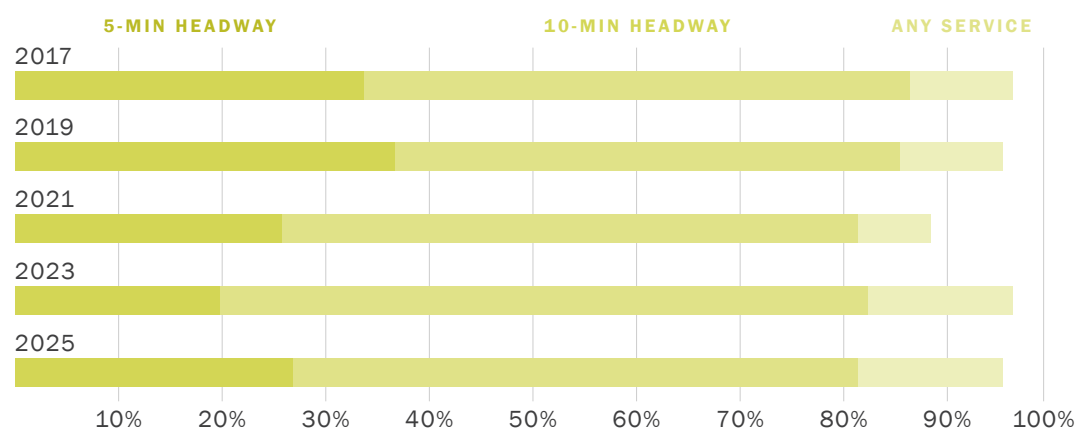
The transit coverage metric reports the percent of San Francisco's total population and total jobs that are within a five-minute walk of Muni transit service. Since 2023, more than 95% of San Francisco residents live within a five-minute walk of Muni service. Moreover, the share of the population within a five-minute walk of a Muni route with a five-minute headway increased from 27% in 2023 to 29% in 2025 for the AM Peak and from 20% in 2023 to 27% in 2025 for the PM Peak, though this is still lower than the pre-COVID population share within a five-minute walk of a Muni route with a five-minute headway (Figure O-22 and Figure O-23). Transit coverage in terms of jobs for both the AM Peak and PM Peak periods show trends similar to those observed in population transit coverage.

Figure 0-22. Population Transit Coverage by Service Frequency, Weekday AM Peak, 2017 - 2025



[Download chart data \(CSV\)](#)

Figure 0-23. Population Transit Coverage by Service Frequency, Weekday PM Peak, 2017 - 2025



[Download chart data \(CSV\)](#)

What are we doing to manage congestion?

The Transportation Authority is analyzing current conditions and conducting long-range planning to manage congestion. The Downtown Travel Study analyzed post-COVID residential travel trends (March 2025) and the countywide transportation plan update is occurring through the San Francisco Transportation Plan 2050+ study process. Planning, funding, project delivery and policy research efforts are described further below:

TRAVEL DEMAND MANAGEMENT (TDM)

The San Francisco Transportation Plan 2050 (SFTP2050) recommends TDM to maximize our countywide infrastructure investment priorities and to reduce congestion by shifting more trips from driving alone to walking, bicycling/rolling, transit, or carpooling. TDM may include policies, low-cost capital improvements, regulations (e.g., requirements on new development), and programs (e.g., information/outreach) designed to facilitate the use of sustainable transportation options.

San Francisco has identified a travel demand management (TDM) policy framework, strategy, and programs to systematically shift how, when, and where people travel, as documented in the 2017 San Francisco TDM Strategy. The Transportation Authority, in partnership with SFMTA and other local and regional agencies involved in TDM, is revising the 2017 TDM Strategy for the post-COVID era. This revision will build off of the Travel Demand Management (TDM) Market Analysis project that SFCTA is currently leading.

As the Treasure Island Mobility Management Agency, the Transportation Authority is leading a comprehensive mobility management program that encompasses new transit service and robust transportation demand management programs. Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area 2050 identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development.

PLANNING PROJECTS

From 2016 – 2022, Connect SF was a multiagency collaborative process to build an effective, safe, equitable, and sustainable transportation system for San Francisco's future. ConnectSF developed a long-range vision for 2065 that serves as the underpinning of Plan Bay Area 2050+ and SFTP 2050+. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- San Francisco Transportation Plan, currently undergoing a minor update expected 2026 (SFTP+)
- San Francisco Freeway Management Study (Phase 1 anticipated Summer 2026)

- Treasure Island Mobility Management Program
- Inner Sunset Transportation Study
- D2 Safety Study
- D4 Microtransit Study and Business Plan
- Bayview Caltrain Station Location Study
- Westside Network Study
- Brotherhood Way Safety and Circulation Plan
- Geary/19th Subway and Regional Connections Study

FUNDING AND DELIVERING PROJECTS

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs – mainly capital infrastructure, through grant programs such as the Proposition L transportation sales tax, Proposition AA vehicle registration fee, Prop D Traffic Congestion Mitigation Tax (TNC Tax), Transportation Fund for Clean Air, and One Bay Area Grants (OBAG) programs, as well as coordinating with other local and regional agencies to apply for State and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority funds:

- Muni New and Renovated Vehicles
- The Portal / Caltrain Downtown Extension to Salesforce Transit Center
- Peninsula Corridor Electrification Project
- BART and Muni core capacity
- Vision Zero / Safety Projects

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Bay Skyway/Yerba Buena Island Multi-Use Pathway (lead)
- I-280 Southbound Ocean Avenue Off-Ramp Realignment (lead)
- Hillcrest Road Improvement Project (lead)
- West Side Bridges Retrofit (lead)

AUTONOMOUS VEHICLES

While the CMP's focus is primarily on monitoring multimodal system performance and managing current congestion, the City must also plan for future system performance

and congestion. San Francisco is a dense urban environment, and a critical challenge is how we manage our limited public right-of-way in order to maximize the movement of people and goods. While technologies such as web conferencing enabled increased levels of working from home which may help reduce peak period congestion, other emerging technologies and mobility services may lead to increased congestion.

Over the past few years, the California Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC) have approved numerous permits for autonomous vehicles (AVs) to operate on San Francisco roadways, culminating in an August 2023 decision by the CPUC to allow two AV companies (Waymo and Cruise) to offer farmed ride hailing services at all times of day across the entire City, with no limits on fleet size, not unlike the ride hailing services provided by Transportation Network Companies (TNCs) such as Uber and Lyft. Prior work by the Transportation Authority documented that ride hailing was responsible for approximately 50% of the increase in congestion between 2010 and 2016. As AVs scale up and become more widely deployed, it is reasonable to expect that AV ridehail services may similarly be generating vehicle miles traveled on San Francisco's roadways and contributing to congestion in San Francisco.

The Transportation Authority, in coordination with other San Francisco agencies, have identified the need for the CPUC to move towards a performance-based incremental permitting of AVs. Such performance-based regulation, as well as the Transportation Authority's responsibility to monitor transportation system performance and the potential impact of TNCs and AVs on congestion and other performance metrics such as safety, requires that agencies such as the CPUC and the Transportation Authority have access to useful, timely, reliable, and unredacted data. Unfortunately, at present, the data reported to the DMV and CPUC under a variety of testing, pilot, deployment, drivered and driverless permits is too incomplete, inconsistent, and redacted to provide policy-makers with the knowledge they need to make informed decisions. Without reliable data, it is challenging to facilitate safe, equitable, and sustainable integration of AVs into the City's transportation ecosystem.

What are we doing to improve safety?

The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The goal is to eliminate traffic fatalities and to create a culture that prioritizes traffic safety. In July 2025, the San Francisco Board of Supervisors passed the San Francisco Street Safety Act, re-affirming the city's commitments and describing a shared work program toward achievement of city goals. The Transportation Authority and the Controller's Office were charged with monitoring these actions and assessing progress on an annual basis.

A significant portion of San Francisco's arterial CMP network overlaps with its Vision Zero High Injury Network.¹ In 2025, the Board of Supervisors adopted the San Francisco Street Safety Act, directing a multiagency coordinated approach to ending severe and fatal traffic crashes.² The act directs agencies to pursue strategies to identify and implement infrastructure improvements, improve traffic enforcement, pursue electronic enforcement technologies like red light and speed cameras, establish procedures to implement solutions more efficiently, and prioritize solutions where they are needed most.

The Transportation Authority advances safety by:

- Integrating safety into planning work
- Prioritizing safety for funding programs, particularly for vulnerable and disadvantaged communities
- Advocating for policies and legislation that advance San Francisco's safety goals
 - » Advocated for legislation enabling use of speed cameras
 - » Provided input on AV legislation and regulatory policies at state and federal level
- Recommend and implementing proven solutions
 - » Yerba Buena Island Ramps program
 - » Vision Zero ramps Phase 1, 2 and 3 (forthcoming)

¹ <https://visionzerosf.org/maps-data>

² <https://sfbos.org/sites/default/files/ro437-25.pdf>



RESOLUTION APPROVING THE 2025 SAN FRANCISCO CONGESTION
MANAGEMENT PROGRAM (CMP) AND ISSUING AN OFFICIAL FINDING THAT THE
CITY AND COUNTY OF SAN FRANCISCO IS IN CONFORMANCE WITH THE CMP

WHEREAS, As the Congestion Management Agency for San Francisco, the
Transportation Authority is required by state law to update the CMP on a biennial basis; and

WHEREAS, The legislative intent of state congestion management law is to tie
transportation project funding decisions to measurable improvements in mobility and access,
while taking into account the impacts of land use decisions on local and regional
transportation systems; and

WHEREAS, The CMP has several required elements, including a designated
congestion management roadway network, biennial monitoring of automobile level of service
on this network, a multimodal performance element, a uniform transportation analysis
database, travel demand management provisions, a land use impacts analysis program, and a
multimodal capital improvement program; and

WHEREAS, The 2025 CMP update reflects developments pertaining to the
Transportation Authority's Congestion Management Agency activities since 2023, including
system performance data collection and analysis, transportation policy changes and initiatives
at the regional and state levels, and progress of the Transportation Authority's planning and
project oversight efforts; and

WHEREAS, The 2025 CMP was prepared to comply with all pertinent requirements of
State law, including relevant amendments, and, by agreement with the Metropolitan
Transportation Commission (MTC), to comply with implementation of portions of Federal
surface transportation law; and

WHEREAS, Adoption of the 2025 CMP is essential to achieve compliance with state
congestion management mandates, as well as to ensure the City's continued eligibility for
various state and federal transportation funding sources; and

WHEREAS, The 2025 CMP needs to be submitted to the MTC for adoption; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee
was briefed on the 2025 CMP and unanimously adopted a motion of support for its approval;
now, therefore, be it



RESOLVED, That the Transportation Authority hereby approves the 2025 San Francisco CMP; and be it further

RESOLVED, That the Transportation Authority hereby finds that the City and County of San Francisco is in conformance with the requirements of the CMP, pursuant to California Government Code Section 65088 et seq.; and be it further

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

Enclosure:

1. 2025 CMP

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 9

DATE: November 20, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 12/09/25 Board Meeting: Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E-2 Parking Lot Project

RECOMMENDATION ☐ Information ☒ Action

- Authorize an additional construction allotment of \$1,000,000, for a revised additional construction allotment not to exceed \$1,896,564, for the Pier E-2 Parking Lot Project (Project)
- Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions
- Authorize the Executive Director to execute all other related supporting and supplemental agreements

SUMMARY

The Transportation Authority is leading and administering construction work for the Project on behalf of the Bay Area Toll Authority (BATA). The Project will improve public parking and restroom facilities for the existing Pier E-2 park, built to commemorate the historic east span of the Bay Bridge. In December 2024, through Resolution 25-27, the Board awarded a base construction contract to Thompson Builders Corporation in an amount not to exceed \$8,965,637, with an additional construction allotment of \$896,564, for the Project and the Torpedo Building Retrofit Project. In September 2025, we secured an additional \$1,000,000 from BATA for the Project. Additional funds will cover removal of unforeseen buried concrete left in place from previous Naval operations on the site and will allow the construction of a new proposed multi-use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park, located at the former Pier E-2. We anticipate completing construction by Spring 2026.

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



BACKGROUND

In March 2018, the Caltrans Toll Bridge Program Oversight Committee approved retaining four of the six remaining marine pier foundations of the San Francisco Oakland Bay Bridge that will serve as public access. On the San Francisco side, Pier E-2 serves as an observation platform where one can imagine the prior east span alignment while viewing the new, current eastern span. The development of Pier E-2 into a public access site adds to existing amenities including access to the bicycle and pedestrian path (Bay Bridge Trail), Bridge Yard Building in Oakland, and the Torpedo Building. Newly constructed roads on Yerba Buena Island (YBI) will provide public access to Pier E-2. Limited vehicle parking, bicycle parking, and signage were added to the site as Phase 1 of the Pier E-2 improvement project.

Phase 2 of the project will expand the parking lot; add a restroom; finalize the landscaping, drainage and signage at the site; upgrade the entrance gates; and provide utilities to serve both the parking lot improvements and the future improvements planned for the Torpedo Building. At the completion of the Phase 2 Pier E-2 improvements, the Vista Point will be completed and opened to the public for enhanced access to the San Francisco Bay and other amenities described above. The Transportation Authority, on behalf of BATA, is contracting and managing the construction.

DISCUSSION

Additional Construction Allotment. In December 2024, through Resolution 25-27, the Transportation Authority awarded a base construction contract to Thompson Builders Corporation in an amount not to exceed \$8,965,637 and authorized an additional construction allotment of \$896,564, for the Project and the Torpedo Building Retrofit Project. Funding above the base construction contract with Thompson Builders Corporation is included in the Construction Phase budget as additional construction allotment. The construction allotment is utilized through executing construction contract change orders with Thompson Builders Corporation, entering into agreements, permits, or certifications with other agencies/entities, including but not limited to Caltrans, Treasure Island Development Authority, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works, to provide final funding, perform utility tie-in's, purchase agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work.

In September 2025, we secured an additional \$1,000,000 from BATA's Toll Bridge Rehabilitation Program for the Project, approved by the BATA Oversight Committee at its September 10, 2025 meeting. We are proposing to increase the additional construction allotment by \$1,000,000, to a revised amount not to exceed \$1,896,564. This additional amount will be used to fund out-of-scope work needed to address unforeseen buried concrete left over from prior Naval operations and to construct a newly-proposed multi-use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park.



Budget. The overall Project Construction Capital Budget of \$10,862,201 is shown in the following table:

Project Construction Capital Budget

Budget Item	Budget Amount
Base Construction Contract	\$ 8,965,637
Additional Construction Allotment	\$ 1,896,564
Total Construction Capital Budget	\$ 10,862,201

Schedule. The Project schedule is projected as follows:

- Awarded and Executed Construction Contract - December 2024
- Construction Started - March 2025
- Construction Completion - Spring 2026
- Project Closeout - Summer 2026

FINANCIAL IMPACT

The construction contract and additional construction allotment will be funded by local funding sources, including BATA Bridge Rehabilitation Funds, discussed above. We will include the additional funding and construction contract activities in the Fiscal Year 2025/26 mid-year budget amendment. Funding will be included in future budgets if required.

CAC POSITION

The CAC considered this item at its November 19, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Maps
- Attachment 2 - Resolution

140 Construction Projects

ATTACHMENT 1

completed
Design phase
Construction

YBI MUP Segment 4:
Treasure Island Road
Improvements
(2026 - 2028)*

*Anticipated schedules subject
to funding availability

Macalla Rd improvement (TICD)

Interim config	Opened 2023
Final config	2028

West Side
Bridges Project
(SFCTA)
(2023 - 2026)

Hillcrest Road
Improvement Project
(SFCTA)
(2024 - 2026)

YBI MUP Segment 3: West
Side Bridges Contract
Change Order
(2025-2026)

Forest Road
Detour (TICD)
Opened 2023-
2027

YBI WB Ramps
Opened October
2016

Pier E2 & Torpedo
Building (SFCTA)
(2024 - 2026)

I-80 EB Off-
Ramp/Southgate Road
Realignment (SFCTA)
Opened 2023

YBI Vista Point
Opened May
2017

YBI MUP Segment 1

Interim config	2025- 2026
Final config	Pending funds

YBI MUP Segment 2:
Hillcrest Contract
Change Order
(2025-2026)



San Francisco
County Transportation
Authority

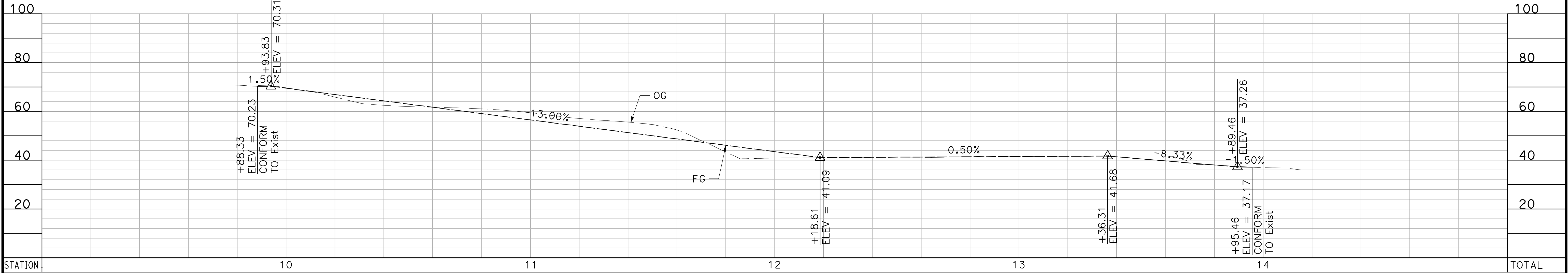
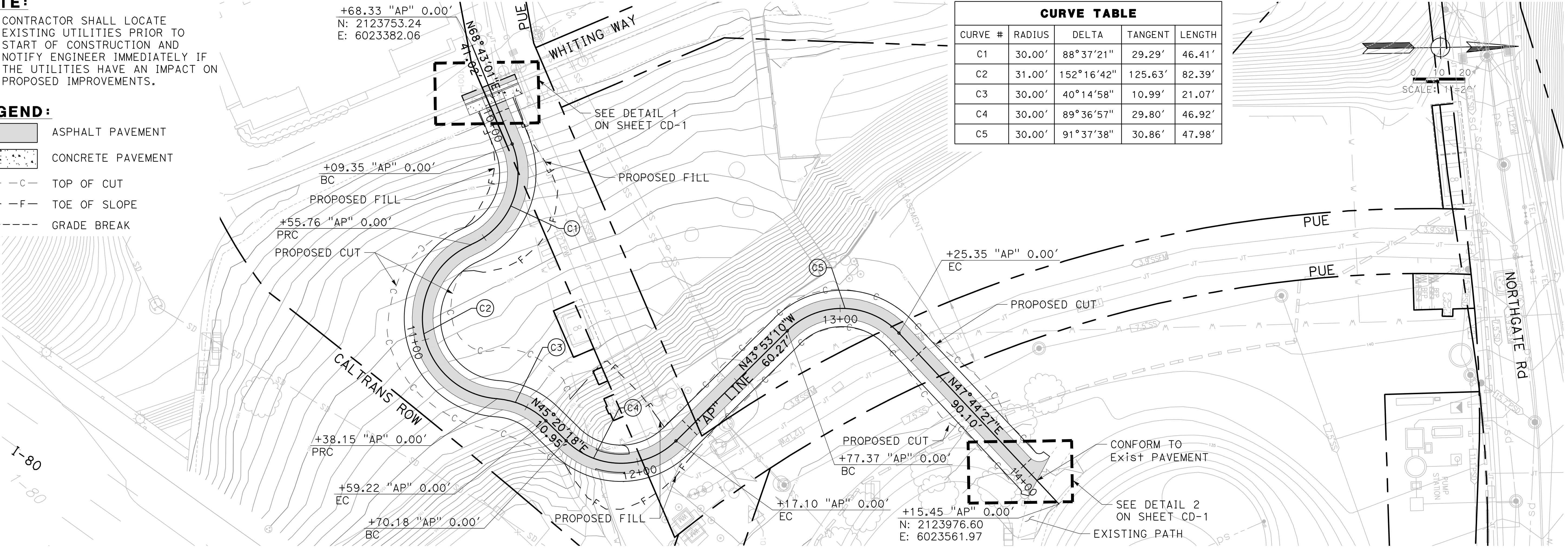
NOTE:


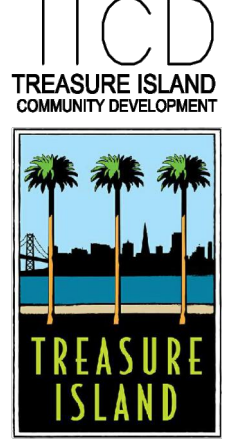
- 1. CONTRACTOR SHALL LOCATE EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND NOTIFY ENGINEER IMMEDIATELY IF THE UTILITIES HAVE AN IMPACT ON PROPOSED IMPROVEMENTS.

LEGEND:

- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- TOP OF CUT
- TOE OF SLOPE
- GRADE BREAK

CURVE TABLE				
CURVE #	RADIUS	DELTA	TANGENT	LENGTH
C1	30.00'	88°37'21"	29.29'	46.41'
C2	31.00'	152°16'42"	125.63'	82.39'
C3	30.00'	40°14'58"	10.99'	21.07'
C4	30.00'	89°36'57"	29.80'	46.92'
C5	30.00'	91°37'38"	30.86'	47.98'



REVISIONS				REVISIONS							100% SUBMITTAL	YERBA BUENA ISLAND ACCESS PATH LAYOUT L-1		SHEET 6 —OF— 11
NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY							

Designed By: JD
Drawn By: JD
Checked By: SL
Drawing No.: —
Date: 11/14/2025



RESOLUTION AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$1,000,000, FOR A REVISED ADDITIONAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$1,896,564; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS, FOR THE PIER E-2 PARKING LOT PROJECT

WHEREAS, The Transportation Authority is leading and administering construction work for the Pier E-2 Parking Lot Project (Project) on behalf of the Bay Area Toll Authority (BATA), which will improve public parking and restroom facilities for the existing Pier E-2 park, built to commemorate the historic east span of the Bay Bridge; and

WHEREAS, In December 2024, through approval of Resolution 25-27, the Board awarded a base construction contract to Thompson Builders Corporation, with an additional construction allotment of \$896,564 to fund both the Project and another concurrent project (Torpedo Building Retrofit); and

WHEREAS, In September 2025, the Transportation Authority secured an additional \$1,000,000 from BATA's Toll Bridge Rehabilitation Program for the Project; and

WHEREAS, The additional funding will allow the construction of a new proposed multi-use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park, located at the former Pier E-2, as well as cover the removal of unforeseen buried concrete left in place from previous Naval operations on the site; and

WHEREAS, Transportation Authority staff proposes to increase the additional construction allotment by \$1,000,000, to a revised amount not to exceed \$1,896,564 for the Project; and



WHEREAS, The scope of work described here will be included in the Fiscal Year 2025/26 mid-year budget amendment, and sufficient funds will be included in future fiscal year budgets as needed to cover the cost of the additional construction activities; and

WHEREAS, The construction contract and additional construction allotment, totaling \$10,862,201, will be funded by local funding sources, including BATA Bridge Rehabilitation Funds, discussed above; and

WHEREAS, At its November 19, 2025, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$1,000,000, for a revised additional construction allotment not to exceed \$1,896,564, for the Pier E-2 Parking Lot Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

[this page intentionally left blank]



San Francisco
County Transportation
Authority

SFMTA's Application-Based Traffic Calming Program Progress Update



San Francisco
County Transportation
Authority

Transportation Authority Board— Agenda Item 10
December 16, 2025

Progress Update on SFMTA's Application-Based Traffic Calming Program

In July 2025, the Board allocated \$6,887,505 in TNC Tax funds for the FY21, FY22, and FY23 program cycles

Funds were conditioned upon SFMTA compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol, including

- Providing monthly progress reports to SFCTA staff
- Participating in progress updates to the Board and CAC on delivering the backlog of traffic calming measures for the FY21, FY22, FY23, FY24 & FY 25 program cycles
- By December 2025, reporting on the future of the application-based traffic calming program



SFMTA

147

Application-Based Traffic Calming Program Update

Transportation Authority Board- Agenda Item 10
December 16, 2025

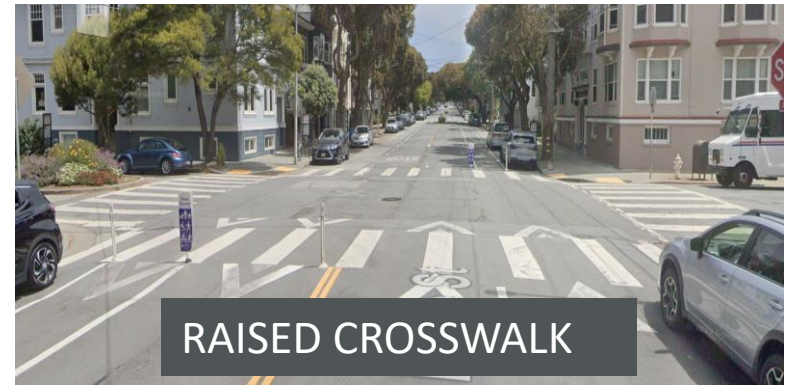
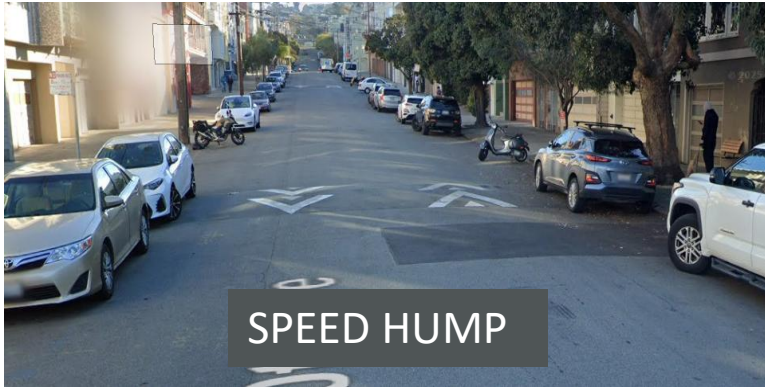
Overview

- What is traffic calming?
- Program timeline
- Progress updates
- Lessons learned, draft criteria, and next steps

What is Traffic Calming?

- Traffic calming measures are designed to lower vehicle speeds, thereby improving safety for all road users, and enhancing the overall quality of life on residential streets.
- The SFMTA Traffic Calming Program focuses on mid-block speeding and speed-related pedestrian safety at uncontrolled legal crossings.
- STOP signs and traffic signals are not traffic calming devices.

150 Traffic Calming Toolbox



Proactive Projects & Programs

In addition to the application-based program, proactive projects and programs account for a significant percentage of all traffic calming devices installed each fiscal year.

- Muni Forward
- Quick-Builds
- Slow Streets
- School Walk Audits
- Neighborhood Transportation Program (NTP)
- Community-Based Transportation Plans
- Vision Zero
- Miscellaneous

Resident Requests

Three stages of a traffic calming request:

- Evaluation (planning phase)
 - When an application is submitted by a resident we collect data to determine if it meets the criteria for acceptance
- Design (design phase)
 - For accepted applications, engineers determine the appropriate type, quantity and location of traffic calming measures and take that proposal through our review and approval processes
- Implementation (construction phase)
 - After a proposal is approved, we work with our partners at Public Works to coordinate construction by city forces or as-needed contractors

Traffic Calming Program Timeline

2000: Traffic Calming Guidelines Developed and Formal Traffic Calming Program Established with Half-cent Sales Tax funding

2001: Areawide program

July 2013: Annual application-based, block-specific program

July 2023: Rolling program with quarterly evaluations

July 2025: Pause and reevaluate

October 2025: Status update to CAC

December 2025: Status update to Transportation Authority Board

FY21 Cycle Progress Updates

Remaining scope includes 12 devices at 8 locations

- Design Phase (Spring 2026 to Late 2026/Early 2027)
- Construction Phase (Spring 2027 to Fall 2027)

Note: SFMTA has already completed construction of 176 devices

FY22 Cycle Progress Updates

Scope includes 265 devices at 155 locations

Four SFPW Job Order Contracts (JOCs) are in place to implement first 240 devices

- J53-04 for Districts 1, 2 & 9 – 57 devices on 37 blocks
 - NTP Date: 11/17/2025
 - Completion Date: 1/30/2026
- J59-12 for District 7 – 62 devices on 37 blocks
 - NTP Date: 11/17/2025
 - Completion Date: 1/30/2026

FY22 Cycle Progress Updates (cont.)

- J57-09 for Districts 3, 5, 6 & 10 – 56 devices on 31 blocks
 - NTP Date: 1/12/2026
 - Completion Date: 3/27/2026
- J64-01 for Districts 4 & 8 – 64 devices on 36 blocks
 - NTP Date: end of January/February 2026 (projected)
 - Completion Date: April/May 2026 (projected)
- TBD for District 11 – 26 devices on 14 blocks
 - NTP Date: Spring 2026 (projected)
 - Completion Date: Spring/Summer 2026 (projected)

FY23 Cycle Schedule Updates

Scope includes 40 accepted applications

- Design Phase (Spring 2026 to Late 2026/Early 2027)
- Construction Phase (Spring 2027 to Fall 2027)

Request construction funds in late 2026/early 2027

FY24 Q1 & Q2 Cycle Schedule Updates (2 quarters)

Scope includes 36 accepted applications

- Design Phase (Spring 2026 to Late 2026/Early 2027)
- Construction Phase (Summer 2027 to Late 2027/Early 2028)

FY24 Q3 - FY25 Q4 Cycles Schedule Updates (6 quarters)

Scope includes 188 submitted applications

- Evaluation (Spring 2026)
- Design (Spring 2026 – Late 2026/Early 2027)
- Construction (Summer 2027 – Late 2027/Early 2028)

*Assumes new traffic calming program evaluation criteria approved in early 2026 and staff resources are available.

160 Industry Best Practices / Peer Cities

Cities with a petition requirement (SF = none)

- Oakland – 67%
- Los Angeles – 4 other households
- Seattle – None
- New York – 50% +1

Cities with a higher minimum speed threshold (SF = 27 MPH)

- Oakland – 32 MPH
- Los Angeles – 30 MPH
- Seattle – 30 MPH
- New York – 30 MPH

Cities with a lower maximum grade threshold (SF = 13%)

- Oakland – 7%
- Los Angeles – 7%
- Seattle – 7%
- New York – 8%

DRAFT Program Evaluation and Acceptance Criteria

PETITION

- Require signatures from at least 50% of block households (previously required prior to 2020 pandemic)

SPEED THRESHOLD

- Minimum 85th Percentile speed required for consideration = 30 MPH (previously 27 MPH)

GRADE THRESHOLD

- Maximum grade for consideration = 13% (no change)

Next Steps

- Continue focus on delivering the backlog
- Finalize new program criteria (tentatively Spring 2026) and apply to pending applications from FY24 and FY25
- Update SFCTA Board in late spring/summer 2026
- Per the Safe Streets Act, SFMTA shall release a plan by December 2026 to replace the residential application-based traffic calming program with a proactive approach

Questions?

[SFMTA.com/TrafficCalming](https://sfmta.com/TrafficCalming)

Damon R. Curtis
Traffic Calming Program Manager
SFMTA Streets Division
damon.curtis@sfmta.com
(415) 646-2671

Percent Complete by Phase (Definitions)

Planning Phase	Design Phase	Construction Phase
15% Intake Assessment	15% Field Survey	15% Cost Estimates
30% Data Collection Requested	30% TASC Packet	30% Field Markings
50% Data Received	50% SFFD & Muni Review	50% STR Updates
75% Evaluation & Analysis	75% Prestaff	75% Pending Installation
95% Accept/Not-Accept	95% TASC & Public Hearing	95% Installed (Open for Use)
100% Applicant Notified	100% City Traffic Engineer Directive	97% Work Orders Submitted
		99% Paint and Signs Installed
		100% Final Inspection/ Closeout

Application-Based Traffic Calming Program FY18-19 Cycle (SFMTA-049)

12.05.2025

Status: All measures have been installed and are open for use as of December 2023. Overall project completion anticipated by June 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	19th St, Seward St to Yukon St	Speed Cushion	3-lump	2	8	02.05.2021	Construction Phase	100%
2	22nd St, Guerrero St to Ames St	Speed Hump	n/a	1	8	02.05.2021	Construction Phase	100%
3	22nd St, Quane St to Dolores St	Speed Hump	n/a	1	8	02.05.2021	Construction Phase	100%
4	28th St, Dolores St to Church St	Speed Hump	n/a	2	8	02.05.2021	Construction Phase	100%
5	23rd St, Castro St to Diamond St	Speed Cushion	5-lump	2	8	02.08.2021	Construction Phase	100%
6	21st St, Noe St to Castro St	Speed Hump	n/a	2	8	02.09.2021	Construction Phase	100%
7	17th St, Upper Market St END to Diamond St	Speed Table	n/a	1	8	02.10.2021	Construction Phase	100%
8	Eureka St, 18th St to 19th St	Speed Cushion	5-lump	2	8	02.16.2021	Construction Phase	100%
9	Eureka St, 20th St to 21st St	Speed Cushion	5-lump	2	8	02.16.2021	Construction Phase	100%
10	De Haro St, 22nd St to 23rd St	Speed Cushion	5-lump	1	10	03.04.2021	Construction Phase	100%
11	Hampshire St, 19th St to 20th St	Speed Hump	n/a	1	10	03.05.2021	Construction Phase	100%
12	Dakota St, 23rd St to 25th St	Speed Cushion	3-lump	3	6	03.08.2021	Construction Phase	100%
13	18th St, Arkansas St to Carolina St	Speed Hump	n/a	2	10	03.17.2021	Construction Phase	100%
14	Magellan Ave EB, Marcela Ave to Plaza St	Speed Hump	n/a	1	7	04.21.2021	Construction Phase	100%
15	Darien Way, Santa Ana Ave to San Benito Way	Speed Cushion	3-lump	1	7	01.03.2022	Construction Phase	97%
16	Darien Way, San Leandro Way to Santa Ana Ave	Speed Cushion	3-lump	1	7	01.05.2022	Construction Phase	97%
17	Darien Way, San Fernando Way to San Leandro Way	Speed Cushion	3-lump	1	7	01.06.2022	Construction Phase	97%
18	Darien Way, San Benito Way to Aptos Ave	Speed Cushion	3-lump	1	7	01.12.2022	Construction Phase	100%
19	Lomita Ave, Aloha Ave to 16th Ave	Speed Hump	n/a	2	7	01.13.2022	Construction Phase	97%
20	Lomita Ave, Lawton St to Aloha Ave	Speed Hump	n/a	1	7	01.14.2022	Construction Phase	95%
21	Cecilia Ave, Rivera St to Santiago St	Speed Hump	n/a	2	7	01.19.2022	Construction Phase	97%
22	Granville Way, Public Park to Claremont Blvd	Speed Hump	n/a	2	7	01.20.2022	Construction Phase	95%
23	Eddy St, Divisadero St to Broderick St	Speed Hump	n/a	2	5	01.21.2022	Construction Phase	97%
24	02nd Ave, Geary Blvd to Anza St	Speed Hump	n/a	2	1	01.27.2022	Construction Phase	100%
25	Hazelwood Ave, Brentwood Ave to Los Paltos Dr	Speed Hump	n/a	1	7	01.27.2022	Construction Phase	100%
26	02nd Ave, Balboa St to Cabrillo St	Speed Hump	n/a	2	1	01.28.2022	Construction Phase	100%
27	27th Ave, Geary Blvd to Anza St	Speed Cushion	3-lump	2	1	01.28.2022	Construction Phase	100%
28	27th Ave, Anza St to Balboa St	Speed Cushion	3-lump	2	1	02.01.2022	Construction Phase	100%
29	12th Ave, Pacheco St to Funston Ave	Speed Hump	n/a	2	4	02.02.2022	Construction Phase	100%
30	10th Ave, Judah St to Kirkham St	Speed Hump	n/a	2	4	02.02.2022	Construction Phase	100%
31	10th Ave, Lawton St to Moraga St	Speed Hump	n/a	2	4	02.02.2022	Construction Phase	100%
32	28th Ave, Moraga St to Noriega St	Speed Hump	n/a	2	4	02.08.2022	Construction Phase	100%
33	42nd Ave, Judah St to Kirkham St	Speed Hump	n/a	2	4	02.09.2022	Construction Phase	100%
34	Kirkham St, 37th Ave to 38th Ave	Speed Hump	n/a	1	4	02.09.2022	Construction Phase	100%
35	Ellsworth St, Crescent Ave to Alemany Blvd	Speed Cushion	5-lump	2	9	04.07.2021	Construction Phase	100%
36	Ellsworth St, Ogden Ave to Crescent Ave	Speed Hump	n/a	2	9	04.07.2021	Construction Phase	100%
37	Jersey St, Diamond St to Douglass St	Speed Hump	n/a	2	8	04.08.2021	Construction Phase	100%

Application-Based Traffic Calming Program FY18-19 Cycle (SFMTA-049)

12.05.2025

Status: All measures have been installed and are open for use as of December 2023. Overall project completion anticipated by June 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
38	San Carlos St, 19th St to 20th St	Speed Hump	n/a	2	9	04.08.2021	Construction Phase	100%
39	Chenery St, Brompton Ave to Lippard Ave	Speed Hump	n/a	1	8	04.12.2021	Construction Phase	100%
40	Chenery St, Lippard Ave to Chilton Ave	Speed Hump	n/a	1	8	04.12.2021	Construction Phase	100%
41	Chenery St, Surrey St to Mizpah St	Speed Hump	n/a	1	8	04.12.2021	Construction Phase	100%
42	Roosevelt Way, Masonic Ave to Loma Vista Terr	Speed Cushion	5-lump	1	8	04.13.2021	Construction Phase	100%
43	Roosevelt Way, Museum Way to Levant St	Speed Cushion	5-lump	1	8	04.13.2021	Construction Phase	100%
44	Upper Market St (17th St), Castro St to END	Speed Table	n/a	1	8	04.22.2021	Construction Phase	100%
45	06th Ave, Lake St to California St	Speed Hump	n/a	2	2	06.09.2021	Construction Phase	97%
46	07th Ave, Lake St to California St	Speed Hump	n/a	2	2	08.27.2021	Construction Phase	97%
47	Beach St, Scott St to Divisadero St	Speed Cushion	3-lump	1	2	09.21.2025	Construction Phase	97%
48	Juanita Way, Del Sur Ave to Rex Ave	Speed Hump	n/a	3	7	09.28.2021	Construction Phase	97%
49	Manor Dr, Ocean Ave to Kenwood Way	Speed Hump	n/a	2	7	10.07.2021	Construction Phase	97%
50	Grove St, Webster St to Fillmore St	Speed Hump	n/a	2	5	10.14.2021	Construction Phase	97%
51	Scott St, Ellis St to O'Farrell St	Speed Hump	n/a	1	5	12.14.2021	Construction Phase	97%
52	Hazelwood Ave, Los Pamos Dr to Casitas Ave	Speed Hump	n/a	1	7	05.03.2022	Construction Phase	97%
53	San Anselmo Ave, Portola Dr/Santa Ana Ave to San Benito Way	Speed Hump	n/a	1	7	05.04.2022	Construction Phase	100%
54	San Anselmo Ave, San Benito Way to Santa Clara Ave	Speed Hump	n/a	1	7	05.05.2022	Construction Phase	100%
55	Sadowa St, Plymouth Ave to Capitol Ave	Speed Table	n/a	3	11	06.27.2023	Construction Phase	100%
56	Chenery St at Lippard Ave	Raised Crosswalk	west leg	1	8	11.07.2023	Construction Phase	100%
57	Granville Way, Ulloa St to Public Park	Speed Hump	n/a	2	7	12.13.2023	Construction Phase	100%

Speed Humps installed: 61
3-lump Speed Cushions installed: 14
5-lump Speed Cushions installed: 11
Raised Crosswalks installed: 1
Speed Tables installed: 5
GRAND TOTAL: 92

Application-Based Traffic Calming Program FY19-20 Cycle (SFMTA-087)

12.05.2025

Status: All measures have been installed and are open for use as of June 2022. Overall project completion anticipated by June 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	Collins St, Geary Blvd to Anza St (200 block)	Speed Hump	n/a	1	1	01.27.2022	Construction Phase	100%
2	Chestnut St, Powell St to Mason St (500 block)	Speed Hump	n/a	2	3	01.27.2022	Construction Phase	100%
3	11th Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	01.28.2022	Construction Phase	100%
4	28th Ave, Cabrillo St to Fulton St (800 block)	Speed Hump	n/a	2	1	02.01.2022	Construction Phase	100%
5	37th Ave, Rivera St to Santiago St (2200 block)	Speed Hump	n/a	2	4	02.08.2022	Construction Phase	100%
6	37th Ave, Vicente St to Wawona St (2600 block)	Speed Hump	n/a	2	4	02.09.2022	Construction Phase	100%
7	33rd Ave, Ulloa St to Vicente St (2500 block)	Speed Hump	n/a	2	4	02.14.2022	Construction Phase	100%
8	Vicente St, 37th Ave to 38th Ave (2600 block)	Speed Hump	n/a	1	4	02.14.2022	Construction Phase	100%
9	Hancock St, Sanchez St to Noe St (100 block)	Speed Table	n/a	2	8	02.15.2022	Construction Phase	100%
10	Hancock St, Church St to Sanchez St (Unit block)	Speed Table	n/a	2	8	02.16.2022	Construction Phase	100%
11	10th Ave, Irving St to Judah St (1300 block)	Speed Hump	n/a	2	5	03.18.2022	Construction Phase	97%
12	12th Ave, Lincoln Way to Irving St (1200 block)	Speed Cushion	3-lump	2	5	03.21.2022	Construction Phase	100%
13	Funston Ave, Lincoln Way to Irving St (1200 block)	Speed Cushion	3-lump	2	5	03.22.2022	Construction Phase	100%
14	12th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	7	03.23.2022	Construction Phase	100%
15	Lawton St, 11th Ave to 12th Ave (500 block)	Speed Cushion	5-lump	1	7	03.24.2022	Construction Phase	95%
16	10th Ave, Moraga St to Noriega St (1700 block)	Speed Hump	n/a	2	7	03.25.2022	Construction Phase	97%
17	Idora Ave (18th St), Laguna Honda Blvd to Garcia Ave (100 block)	Speed Hump	n/a	2	7	03.28.2022	Construction Phase	100%
18	Santiago St, 17th Ave to 18th Ave (600 block)	Speed Hump	n/a	1	7	03.29.2022	Construction Phase	100%
19	18th Ave, Ulloa St to Vicente St (2500 block)	Speed Hump	n/a	2	7	03.30.2022	Construction Phase	97%
20	Joost Ave, Genessee St to Ridgewood Ave (700 block)	Speed Cushion	3-lump	2	8	03.31.2022	Construction Phase	97%
21	Flood Ave, Foerster St to Genessee St (400 block)	Speed Cushion	3-lump	2	7	04.01.2022	Construction Phase	97%
22	Palmetto Ave, Alemany Blvd to Chester Ave (600 block)	Speed Cushion	3-lump	1	7	04.04.2022	Construction Phase	97%
23	Guttenberg St, Mission St to Morse St (Unit block)	Speed Hump	n/a	1	11	04.05.2022	Construction Phase	97%
24	Havelock St, San Jose Ave to Arago St (Unit block)	Speed Hump	n/a	2	11	04.06.2022	Construction Phase	100%
25	Staples Ave, Detroit St to Edna St (100 block)	Speed Hump	n/a	2	7	04.07.2022	Construction Phase	100%
26	Joost Ave, Congo St to Detroit St (300 block)	Speed Cushion	3-lump	2	8	04.08.2022	Construction Phase	97%
27	Mangels Ave, Baden St to Congo St (100 block)	Speed Hump	n/a	2	8	04.11.2022	Construction Phase	100%
28	Chenery St, 30th St to Randall St (Unit block)	Speed Cushion	3-lump	3	8	04.12.2022	Construction Phase	97%
29	28th St, Church St to Sanchez St (200 block)	Speed Hump	n/a	2	8	04.13.2022	Construction Phase	97%
30	27th St, Church St to Sanchez St (300 block)	Speed Cushion	3-lump	2	8	04.14.2022	Construction Phase	97%
31	23rd St, Sanchez St to Noe St (3900 block)	Speed Cushion	3-lump	2	8	04.18.2022	Construction Phase	97%
32	Vermont St, 24th St to 25th St (1300 block)	Speed Cushion	3-lump	1	10	04.19.2022	Construction Phase	97%
33	Jersey St, Castro St to Diamond St (400 block)	Speed Hump	n/a	2	8	04.20.2022	Construction Phase	97%
34	Peralta Ave, York St to Florida St (100 block)	Speed Cushion	3-lump	2	9	04.21.2022	Construction Phase	100%
35	Palou Ave, Barneveld Ave to Industrial St (2100-2200 block)	Speed Cushion	3-lump	3	10	04.22.2022	Construction Phase	100%
36	Revere Ave, Ingalls St to Jennings St (1300 block)	Speed Cushion	5-lump	2	10	04.25.2022	Construction Phase	100%
37	Berry St, 5th St to King St (100-300 block)	Speed Cushion	3-lump	4	6	04.26.2022	Construction Phase	100%

Application-Based Traffic Calming Program FY19-20 Cycle (SFMTA-087)

12.05.2025

Status: All measures have been installed and are open for use as of June 2022. Overall project completion anticipated by June 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
38	Berry St, King St to Mission Bay Dr (400 block)	Speed Cushion	3-lump	1	6	04.27.2022	Construction Phase	100%
39	14th St, Divisadero St to Alpine Ter/Roosevelt Way (1000 block)	Speed Cushion	5-lump	1	8	04.28.2022	Construction Phase	100%
40	14th St, Castro St to Divisadero St (1000 block)	Speed Cushion	5-lump	1	8	04.29.2022	Construction Phase	100%
41	15th St, Beaver St to Buena Vista Ter (2400 block)	Speed Hump	n/a	2	8	05.02.2022	Construction Phase	100%
42	19th St, Guerrero St to Dolores St (3600 block)	Speed Hump	n/a	2	8	05.03.2022	Construction Phase	100%
43	Beaver St, Noe St to Castro St (Unit block)	Speed Hump	n/a	2	8	05.04.2022	Construction Phase	100%
44	Divisadero St, 14th St to Duboce St (Unit block)	Speed Hump	n/a	2	8	05.05.2022	Construction Phase	100%
45	Loma Vista Ter, Masonic Ave to Roosevelt Wy (Unit block)	Speed Cushion	3-lump	1	8	05.06.2022	Construction Phase	100%
46	Upper Ter, Buena Vista West to Masonic Ave (Unit block)	Speed Cushion	3-lump	1	8	05.09.2022	Construction Phase	97%
47	York St, 20th St to 21st St (800 block)	Speed Hump	n/a	2	9	05.09.2022	Construction Phase	100%

Speed Humps installed:42

3-lump Speed Cushions installed:35

5-lump Speed Cushions installed:5

Speed Tables installed:4

GRAND TOTAL:86

Application-Based Traffic Calming Program FY20-21 Cycle (SFMTA-099)

12.08.2025

Status: Work underway and anticipated to be completed by Fall 2027.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	03rd Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	07.12.2023	Construction Phase	97%
2	09th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	5-lump	2	5	08.17.2023	Construction Phase	100%
3	10th Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	07.12.2023	Construction Phase	100%
4	10th Ave, Irving St to Judah St (1300 block)	Speed Hump	n/a	2	7	03.18.2022	Construction Phase	100%
5	14th Ave, Ulloa St to Vicente St (2500 block)	Speed Cushion	3-lump	2	7	09.27.2023	Construction Phase	100%
6	15th Ave, Santiago St to Rivera St (one-way NB; 2200 block)	Speed Cushion	3-lump	2	7	09.27.2023	Construction Phase	100%
7	15th Ave, Ulloa St to Vicente St (2500 block)	Speed Cushion	3-lump	2	7	09.28.2023	Construction Phase	100%
8	16th Ave, Santiago St to Rivera St (one-way NB; 2200 block)	Speed Cushion	3-lump	2	7	09.28.2023	Construction Phase	100%
9	18th St, Arkansas St to Carolina St (1600-1700 block)	Speed Hump	n/a	2	10	03.17.2021	Construction Phase	100%
10	18th St, Danvers St to Market St (4700 block)	Speed Cushion	5-lump	2	8	09.08.2023	Construction Phase	100%
11	19th Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	07.13.2023	Construction Phase	100%
12	21st Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	07.13.2023	Construction Phase	100%
13	22nd Ave, Taraval St to Ulloa St (2400 block)	Speed Hump	n/a	2	4	07.21.2023	Construction Phase	97%
14	22nd St, Dolores St to Chattanooga St (3500 block)	Speed Hump	n/a	1	8	09.11.2023	Construction Phase	100%
15	23rd St, Noe St to Castro St (4000 block)	Speed Cushion	3-lump	2	8	09.12.2023	Construction Phase	100%
16	27th Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	07.14.2023	Construction Phase	97%
17	30th Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	07.14.2023	Construction Phase	97%
18	34th Ave, Anza St to Balboa St (600 block)	Speed Cushion	3-lump	2	1	07.20.2023	Construction Phase	97%
19	34th Ave, Balboa St to Cabrillo St (700 block)	Speed Cushion	3-lump	2	1	07.20.2023	Construction Phase	97%
20	34th Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	07.20.2023	Construction Phase	97%
21	34th Ave, Quintara St to Rivera St (2100 block)	Speed Hump	n/a	2	4	07.21.2023	Construction Phase	97%
22	35th Ave, Lincoln Way to Irving St (1200 block)	Speed Cushion	3-lump	2	4	08.10.2023	Construction Phase	97%
23	35th Ave, Kirkham St to Lawton St (1500 block)	Speed Cushion	3-lump	2	4	08.10.2023	Construction Phase	97%
24	35th Ave, Ortega St to Pacheco St (1900 block)	Speed Cushion	3-lump	2	4	08.14.2023	Construction Phase	97%
25	42nd Ave, Lincoln Way to Irving St (1200 block)	Speed Cushion	3-lump	2	4	08.14.2023	Construction Phase	97%
26	45th Ave, Pacheco St to Quintara St (2000 block)	Speed Cushion	3-lump	2	4	08.15.2023	Construction Phase	97%
27	47th Ave, Taraval St to Ulloa St (2400 block)	Speed Cushion	3-lump	2	4	08.16.2023	Construction Phase	100%
28	Anza St, Wood St to Collins St (200 block)	Speed Cushion	3-lump	1	2	05.10.2022	Construction Phase	100%
29	Anza St, Collins St to Blake St (300 block)	Speed Cushion	3-lump	1	2	05.17.2022	Construction Phase	100%
30	Anza St, Blake St to Cook St (400 block)	Speed Cushion	3-lump	1	2	11.16.2023	Construction Phase	97%
31	Anza St, Cook St to Spruce St (500 block)	Speed Cushion	3-lump	1	2	11.16.2023	Construction Phase	97%
32	Anza St, Spruce St to Parker Ave (600 block)	Speed Cushion	3-lump	1	2	11.17.2023	Construction Phase	97%
33	Arelious Walker Dr, Carroll Ave to Donner Ave (2500 block)	Speed Cushion	3-lump	1	10	06.28.2023	Construction Phase	100%
34	Bayview St, Latona St to Pomona St (Unit block)	Speed Cushion	3-lump	1	10	09.20.2023	Construction Phase	100%
35	Bayview St, Pomona St to Flora St (Unit block)	Speed Cushion	3-lump	1	10	09.20.2023	Construction Phase	100%
36	Caine Ave, Lakeview Ave to Lobos Ave (one-way SB; 100 block)	Speed Cushion	3-lump	2	11	08.17.2023	Construction Phase	97%
37	Cambridge St, Felton St to Burrows St (400 block)	Speed Cushion	3-lump	2	11	09.21.2023	Construction Phase	97%
38	Cambridge St, Burrows St to Bacon St (500 block)	Speed Hump	n/a	1	11	09.22.2023	Construction Phase	97%
39	Carroll Ave, Arelious Walker Dr to Giants Dr (1100 block)	Speed Cushion	3-lump	1	10	06.28.2023	Construction Phase	100%
40	Clearfield Dr, Sloat Blvd/Morningside Dr to Ocean Ave (Unit block)	Speed Cushion	3-lump	2	4	08.16.2023	Construction Phase	100%
41	Clement St, 28th Ave to 29th Ave (2700 block)	Speed Cushion	3-lump	1	1	07.14.2023	Construction Phase	100%
42	Cortland Ave, Mission St to Coleridge St (Unit block)	Speed Cushion	5-lump	1	9	07.27.2021	Construction Phase	100%
43	Cortland Ave, Prospect Ave to Winfield St (100 block)	Speed Cushion	5-lump	1	9	07.26.2021	Construction Phase	100%
44	Cortland Ave, Bronte St to Bradford St (1400 block)	Speed Cushion	5-lump	1	9	07.28.2021	Construction Phase	100%
45	Cortland Ave, Peralta Ave to Hilton St (1600 block)	Speed Cushion	5-lump	1	9	08.09.2021	Construction Phase	100%
46	Crescent Ave at Murray St	Raised Crosswalk	west leg	1	9	04.18.2023	Construction Phase	100%
47	Crescent Ave, Mission St to Lesse St (Unit block)	Speed Table	n/a	1	9	04.26.2023	Construction Phase	100%
48	Day St, Dolores St to Church St (100 block)	Speed Cushion	3-lump	2	8	09.13.2023	Construction Phase	100%

Application-Based Traffic Calming Program FY20-21 Cycle (SFMTA-099)

12.08.2025

Status: Work underway and anticipated to be completed by Fall 2027.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
49	Donahue St, Galvez Ave to Innes Ave (100 block)	Speed Cushion	3-lump	2	10	08.08.2023	Construction Phase	100%
50	Dublin St/LaGrande Ave, Brazil Ave to Persia Ave (300/Unit blocks)	Speed Cushion	3-lump	2	11	11.19.2025	Construction Phase	100%
51	Elizabeth St, Castro St to Diamond St (600 block)	Speed Cushion	3-lump	2	8	09.14.2023	Construction Phase	100%
52	Felton St, Bowdoin St to Dartmouth St (700 block)	Speed Cushion	3-lump	1	9	11.08.2023	Construction Phase	97%
53	Felton St, Dartmouth St to Colby St (800 block)	Speed Cushion	3-lump	1	9	11.08.2023	Construction Phase	97%
54	Filbert St, Leavenworth St to Hyde St (one-way EB; 1100 block)	Speed Hump	n/a	1	3	Coordinating construction by SFPW	Construction Phase	75%
55	Florida St, 25th St to 26th St (1300 block)	Speed Hump	n/a	2	9	11.09.2023	Construction Phase	100%
56	Folsom St, Powhattan Ave to Eugenia Ave (3600 block)	Speed Cushion	3-lump	2	9	11.10.2023	Construction Phase	100%
57	Gilman Ave, Bill Walsh Way to Griffith St (900 block)	Speed Cushion	4-lump	2	10	07.13.2023	Construction Phase	100%
58	Gilman Ave, Griffith St to Hawes St (1000 block)	Speed Cushion	5-lump	1	10	02.01.2021	Construction Phase	100%
59	Gilman Ave, Hawes St to Ingalls St (1100 block)	Speed Cushion	5-lump	2	10	07.12.2023	Construction Phase	100%
60	Gilman Ave, Ingalls St to Jennings St (1200 block)	Speed Cushion	5-lump	2	10	07.25.2023	Construction Phase	100%
61	Gilman Ave, Jennings St to 3rd St (1300 block)	Speed Cushion	5-lump	2	10	07.26.2023	Construction Phase	100%
62	Hampshire St, 22nd St to 23rd St (1000 block)	Speed Cushion	3-lump	2	9	11.10.2023	Construction Phase	100%
63	Harriet St, Folsom St to Harrison St (one-way SB; 100 block)	Speed Cushion	3-lump	2	6	08.18.2023	Construction Phase	100%
64	Howth St, Geneva Ave to Niagara Ave (one-way SB; 100 block)	Speed Cushion	3-lump	2	11	08.16.2023	Construction Phase	100%
65	Indiana St, 19th St to 20th St (700 block)	Speed Cushion	3-lump	1	10	08.10.2023	Construction Phase	100%
66	Ingerson Ave, Ingalls St to Jennings St (1000 block)	Speed Cushion	3-lump	2	10	07.31.2023	Construction Phase	100%
67	Joost Ave, Acadia St to Baden St (100 block)	Speed Cushion	3-lump	2	8	09.15.2023	Construction Phase	75%
68	Joost Ave, Genessee St to Ridgewood Ave (700 block)	Speed Cushion	3-lump	2	7	03.31.2022	Construction Phase	100%
69	Jules Ave, Grafton Ave to Holloway Ave (100 block)	Speed Hump	n/a	1	11	04.06.2022	Construction Phase	100%
70	Kansas St, 17th St to Mariposa St (400 block)	Speed Cushion	3-lump	1	10	08.11.2023	Construction Phase	100%
71	La Salle Ave, Newcomb Ave to Cashmere St (divided roadway; 1400 block)	Speed Table	n/a	2	10	Pending SFFD Review & approval	Design Phase	30%
72	La Salle Ave, Cashmere St to Mendell St (divided roadway; 1500 block)	Speed Table	n/a	2	10	Pending SFFD Review & approval	Design Phase	30%
73	Lakeview Ave, Caine Ave to Majestic Ave (100 block)	Speed Cushion	3-lump	1	11	04.05.2022	Construction Phase	100%
74	Lakeview Ave, Granada Ave to Miramar Ave (600 block)	Speed Cushion	3-lump	1	11	Coordinating construction by SFPW	Construction Phase	75%
75	Linden St, Octavia St to Laguna St (400 block)	Speed Hump	n/a	2	5	08.17.2023	Construction Phase	97%
76	Lobos Ave, Caine Ave to Plymouth Ave (one-way WB; Unit block)	Speed Cushion	3-lump	3	11	08.18.2023	Construction Phase	100%
77	London St, France Ave to Italy Ave (600 block)	Speed Cushion	3-lump	2	11	08.20.2023	Construction Phase	100%
78	Louisburg St, Geneva Ave to Niagara Ave (one-way NB; 100 block)	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW	Construction Phase	75%
79	Maynard St, Mission St to Craut St (Unit block)	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW	Construction Phase	75%
80	Maynard St, Craut St to Congdon St (100 block)	Speed Hump	n/a	1	11	02.18.2022	Construction Phase	100%
81	Merritt St, Market St to Danvers St (3000 block)	Speed Cushion	3-lump	1	8	09.11.2023	Construction Phase	100%
82	Middle Point Rd, Innes Ave to Harbor Rd (200 block)	Speed Cushion	4-lump	1	10	08.09.2023	Construction Phase	100%
83	Mt Vernon Ave, Ellington Ave to Del Monte St (Unit block)	Speed Hump	n/a	1	11	03.01.2022	Construction Phase	100%
84	Naples St, Peru Ave to Avalon Ave (100 block)	Speed Cushion	3-lump	2	11	06.10.2025	Construction Phase	75%
85	Oak St, Shrader St to Stanyan St (one-way EB; 2000 block)	Speed Cushion	3-lump	2	5	08.18.2023	Construction Phase	75%

Application-Based Traffic Calming Program FY20-21 Cycle (SFMTA-099)

12.08.2025

Status: Work underway and anticipated to be completed by Fall 2027.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
86	Palmetto Ave, Alemany Blvd/St Charles Ave to Chester Ave (one-way WB; 600 block)	Speed Cushion	3-lump	1	7	04.04.2022	Construction Phase	100%
87	Palou Ave, Silver Ave/Quint St to Rankin St (1900 block)	Speed Cushion	5-lump	2	10	09.20.2023	Construction Phase	75%
88	Paris St, Excelsior Ave to Brazil Ave (200 block)	Speed Cushion	3-lump	2	11	07.15.2025	Construction Phase	75%
89	Pond St, 16th St to 17th St (one-way SB; Unit block)	Speed Hump	n/a	2	8	09.18.2023	Construction Phase	100%
90	Ralston St, Shields St to Garfield St (300 block)	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW	Construction Phase	75%
91	Rhode Island St, 20th St to Southern Heights Ave (800 block)	Speed Cushion	5-lump	2	10	08.10.2023	Construction Phase	100%
92	Richland Ave, Mission St to Arlington St (Unit block)	Speed Cushion	3-lump	2	8	Pending SFFD Review & approval	Design Phase	30%
93	Rockridge Dr, Funston Ave to Radio Terrace (Unit block)	Speed Cushion	3-lump	1	7	09.28.2023	Construction Phase	100%
94	San Anselmo Ave, San Benito Way to Santa Clara Ave (Unit block)	Speed Hump	n/a	1	7	05.05.2022	Construction Phase	100%
95	San Carlos St, 18th St to 19th St (one-way NB; 100 block)	Speed Cushion	3-lump	2	9	11.13.2023	Construction Phase	97%
96	Santa Fe Ave, Silver Ave to Quint St (one-way NB; Unit block)	Speed Cushion	3-lump	2	10	07.24.2023	Construction Phase	100%
97	Sharon St, 15th St to 16th St (Unit block)	Speed Cushion	3-lump	2	8	09.19.2023	Construction Phase	100%
98	Shipley St, 4th St to 5th St (one-way WB; 100 block)	Speed Cushion	3-lump	3	6	08.25.2023	Construction Phase	100%
99	Shipley St, 5th St to 6th St (one-way WB; 200 block)	Speed Cushion	3-lump	2	6	08.25.2023	Construction Phase	100%
100	Shotwell St, 25th St to 26th St (1100 block)	Speed Cushion	3-lump	2	9	11.14.2023	Construction Phase	97%
101	Silver Ave at Elmira St	Raised Crosswalk	east leg	1	10	Pending SFFD Review & approval	Design Phase	30%
102	Silver Ave at Revere Ave	Raised Crosswalk	west leg	1	10	Pending SFFD Review & approval	Design Phase	30%
103	Silver Ave at Scotia Ave	Raised Crosswalk	east leg	1	10	Pending SFFD Review & approval	Design Phase	30%
104	Silver Ave at Topeka Ave	Raised Crosswalk	east leg	1	10	Pending SFFD Review & approval	Design Phase	30%
105	Thornton Ave, Neptune St to Venus St (400 block)	Speed Cushion	3-lump	1	10	8/1/2023=108/120	Construction Phase	97%
106	Underwood Ave, Keith St to Lane St (1500 block)	Speed Cushion	3-lump	2	10	08.03.2023	Construction Phase	100%
107	Vasquez Ave, Hernandez Ave to Pacheco St (100 block)	Speed Cushion	3-lump	1	7	09.29.2023	Construction Phase	97%
108	Vasquez Ave, Pacheco St to Garcia Ave (100 block)	Speed Cushion	3-lump	1	7	09.29.2023	Construction Phase	97%
109	Vienna St, Excelsior Ave to Brazil Ave (300 block)	Speed Cushion	3-lump	2	11	07.24.2025	Construction Phase	97%
110	Wallace Ave, Keith St to 3rd St (1600 block)	Speed Cushion	3-lump	2	10	07.28.2023	Construction Phase	97%
111	Westgate Dr, Kenwood Way to Upland Dr (100 block)	Speed Cushion	3-lump	2	7	09.29.2023	Construction Phase	97%
112	Whitney Young Cir, Mabrey Ct/Richards Ln to Lindsay Cir/Hillview Ct (100 block)	Speed Cushion	3-lump	1	10	08.09.2023	Construction Phase	100%
113	Wisconsin St, 22nd St to Madera St (800 block)	Speed Cushion	3-lump	1	10	08.11.2023	Construction Phase	97%
114	Wisconsin St, Madera St to 23rd St (900 block)	Speed Cushion	3-lump	1	10	08.15.2023	Construction Phase	97%
115	Woodward St, Duboce Ave to 14th St (one-way NB; Unit block)	Speed Hump	n/a	2	9	11.15.2023	Construction Phase	97%
116	Yerba Buena Ave at Brentwood Ave	Raised Crosswalk	south leg	1	7	03.06.2024	Construction Phase	97%
117	Yerba Buena Ave, Ravenwood Dr to Hazelwood Ave (200 block)	Speed Cushion	4-lump	1	7	03.06.2024	Construction Phase	97%
118	Yerba Buena Ave, Brentwood Ave to Plymouth Ave (300 block)	Speed Cushion	4-lump	1	7	03.08.2024	Construction Phase	97%
119	Yerba Buena Ave, Plymouth Ave to Monterey Blvd (400 block)	Speed Cushion	4-lump	1	7	03.08.2024	Construction Phase	97%
120	York St, 23rd St to 24th St (1100 block)	Speed Cushion	3-lump	2	9	11.15.2023	Construction Phase	100%

Speed Humps installed: 23
3-lump Speed Cushions installed: 135
4-lump Speed Cushions installed: 6
5-lump Speed Cushions installed: 19

Speed Tables installed: 5
Raised Crosswalks installed: 6
GRAND TOTAL: 194

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

12.08.2025

Status: Work underway and anticipated to be completed by Summer 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	11th Ave, Geary Blvd to Anza St (400 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
2	15th Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
3	16th Ave, Geary Blvd to Anza St (400 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
4	24th Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
5	24th Ave, Clement St to Geary Blvd (400 block)	Speed Hump	n/a	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
6	30th Ave, California St to Clement St (300 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
7	33rd Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
8	37th Ave, Geary Blvd to Anza St (500 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
9	42nd Ave, Balboa St to Cabrillo St (700 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
10	43rd Ave, Anza St to Balboa St (600 block)	Speed Cushion	3-lump	2	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
11	Beaumont Ave, Geary Blvd to Anza St (Unit block)	Speed Cushion	3-lump	1	1	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
12	Green St, Gough St to Octavia St (1700 block)	Speed Cushion	3-lump	1	2	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
13	Washington St, Gough St to Octavia St (2000 block)	Speed Cushion	3-lump	1	2	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
14	Washington St, Octavia St to Laguna St (2100 block)	Speed Cushion	3-lump	1	2	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
15	Jones St, Greenwich St to Lombard St (2200 block)	Speed Cushion	3-lump	1	3	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
16	Victoria St, Urbano Dr South to Urbano Dr North (700 block)	Speed Cushion	3-lump	2	3	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
17	17th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
18	24th Ave, Lawton St to Moraga St (1600 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
19	25th Ave, Lincoln Wy to Irving St (1200 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
20	27th Ave, Ulloa St to Vicente St (2500 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
21	31st Ave, Lincoln Wy to Irving St (1200 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
22	34th Ave, Lincoln Wy to Irving St (1200 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
23	35th Ave, Taraval St to Ulloa St (2400 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
24	36th Ave, Lincoln Wy to Irving St (1200 block)	Speed Table	n/a	1	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

12.08.2025

Status: Work underway and anticipated to be completed by Summer 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
25	37th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
26	37th Ave, Lawton St to Moraga St (1600 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
27	38th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
28	42nd Ave, Ulloa St to Vicente St (2500 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
29	43rd Ave, Lawton St to Moraga St (1600 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
30	44th Ave, Ortega St to Pacheco St (1900 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
31	45th Ave, Noriega St to Ortega St (1800 block)	Speed Cushion	3-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
32	46th Ave, Irving St to Judah St (1300 block)	Speed Cushion	5-lump	2	4	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
33	Buena Vista East, Park Hill Ave to Upper Ter (300-400 block)	Speed Cushion	5-lump	3	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
34	Golden Gate Ave, Divisadero St to Broderick St (1700 block)	Speed Cushion	3-lump	1	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
35	Hugo St, 6th Ave to 7th Ave (500 block)	Speed Hump	n/a	1	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
36	McAllister St, Gough St to Octavia St (700 block)	Speed Cushion	5-lump	2	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
37	McAllister St, Octavia St to Laguna St (800 block)	Speed Cushion	5-lump	2	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
38	Parnassus Ave, Willard St to Hill Point Ave (300 block)	Speed Cushion	7-lump	1	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
39	Seymour St, Golden Gate Ave to Turk St (Unit block)	Speed Table	n/a	1	5	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
40	McCoppin St, Jessie St to Stevenson St (Unit block)	Speed Cushion	3-lump	1	6	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
41	Natoma St, 8th St to 7th St (One-Way EB; 600 block)	Speed Table	n/a	2	6	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
42	10th Ave, Ortega St to Pacheco St (1900 block)	Speed Cushion	5-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
43	10th Ave, Pacheco St to Quintara St (2000 block)	Speed Cushion	5-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
44	16th Ave, Quintara St to Rivera St (2100 block)	Speed Cushion	3-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
45	17th Ave, Noriega St to Ortega St (1800 block)	Speed Cushion	3-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
46	18th Ave , Pacheco St to Quintara St (2000 block)	Speed Cushion	3-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
47	18th Ave, Kirkham St to Lawton St (1500 block)	Speed Cushion	3-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
48	Christopher Dr, Crestmont Dr to Oak Park Dr (200 block)	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

12.08.2025

Status: Work underway and anticipated to be completed by Summer 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
49	Clearfield Dr, Eucalyptus Dr to Gellert Dr (100 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
50	Clearfield Dr, Ocean Ave to Eucalyptus Dr (100 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
51	Diamond St, Surrey St to Chenery St (2700 block)	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
52	Flood Ave, Edna St to Foerster St (300 block)	Speed Hump	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
53	Flood Ave, Frida Kahlo Wy to Ridgewood Ave (500 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
54	Flood Ave, Genessee St to Frida Kahlo Wy (500 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
55	Foerster St, Flood Ave to Hearst Ave (200 block)	Speed Table	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
56	Funston Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
57	Harold Ave, Bruce Ave to Ocean Ave (200 block)	Speed Cushion	3-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
58	Hazelwood Ave, Flood Ave to Montecito Ave (Unit block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
59	Hazelwood Ave, Staples Ave to Flood Ave (Unit block)	Speed Table	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
60	Hazelwood, Judson to Staples (Unit block)	Speed Table	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
61	Magellan Ave, Sola Ave to Pacheco St (200 block) [INSTALL NEW]	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
62	Magellan Ave, Sola Ave to Pacheco St (200 block) [REMOVE EXISTIN	Speed Hump	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
63	Malta Dr, Mercato Ct to Valletta Ct (Unit block)	Speed Table	n/a	4	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
64	Miraloma Dr, Juanita Wy to Yerba Buena Ave (Unit-100 block)	Speed Table	n/a	3	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
65	Miraloma Dr, Marne Ave to Juanita Wy (Unit block)	Speed Table	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
66	Miramar Ave, Eastwood/Westwood Dr to Wildwood Wy (500 Block)	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
67	Miramar Ave, Wildwood Wy to Eastwood/Westwood Dr (600 Block)	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
68	Pacheco St, 8th Ave to 9th Ave (400 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
70	Plymouth Ave, Lakeview Ave to Grafton Ave (900 block)	Speed Cushion	5-lump	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
71	Plymouth Ave, Wildwood Wy to Greenwood Ave (1400 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
72	Ridgewood Ave, Flood Ave to Hearst Ave (Unit block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
73	Ridgewood Ave, Hearst Ave to Monterey Blvd (100 block)	Speed Cushion	3-lump	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

12.08.2025

Status: Work underway and anticipated to be completed by Summer 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
74	San Benito Wy, Upland Dr to Ocean Ave (300 block)	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
75	Skyview Way, Aquavista Way to Marview Way (100 block)	Speed Table	n/a	3	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
76	Skyview Way, Gladeview Way to Aquavista Way (Unit block)	Speed Table	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
77	Sotelo Ave, Santa Rita Ave to 9th Ave (Unit block)	Speed Table	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
78	Stratford Dr, Banbury Dr to Junipero Serra Blvd (300 block)	Speed Hump	n/a	2	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
79	Upland Dr, San Aleso Ave to Aptos Ave (500 block)	Speed Hump	n/a	1	7	Construction by SFPW JOC Task Order J59-12	Construction Phase	75%
80	17th St, Ord St to Temple St (4300 block)	Speed Cushion	5-lump	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
81	19th St, Diamond St to Eureka St (4300 block)	Speed Cushion	3-lump	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
82	23rd St, Douglass St to Hoffman St (4300 block)	Speed Cushion	3-lump	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
83	23rd St, Fair Oaks St to Dolores St (3600 block)	Speed Table	n/a	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
84	23rd St, Guerrero St to Fair Oaks St (3600 block)	Speed Table	n/a	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
85	29th St, Dolores St to Church St (200 block)	Speed Cushion	3-lump	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
86	Bemis St, Mateo St to Roanoke St (100 block)	Speed Table	n/a	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
87	Bemis St, Miguel St to Addison St (Unit block)	Speed Table	n/a	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
88	Corbett Ave, Hopkins Ave to Cuesta Ct (900 block)	Speed Cushion	4-lump	3	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
89	Corbett Ave, Iron Aly to Graystone Ter (500 block)	Speed Table	n/a	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
90	Corbett Ave, Romain St to Hopkins Ave (700-800 block)	Speed Table	n/a	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
91	Diamond St, 21st St to 22nd St (400 block)	Speed Cushion	3-lump	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
92	Duncan St, Guerrero St to Dolores St (100 block)	Speed Cushion	3-lump	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
93	Eureka St, 21st St to 22nd St (400 block)	Speed Cushion	5-lump	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
94	Hartford St, 18th St to 19th St (100 block)	Speed Cushion	3-lump	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
95	Hartford St, 19th St to 20th St (200 block)	Speed Cushion	3-lump	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
96	Laidley St, Miguel St to Mateo St (300 block)	Speed Cushion	3-lump	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
97	Lippard Ave, Chenery St to Bosworth St (Unit block)	Speed Table	n/a	1	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

12.08.2025

Status: Work underway and anticipated to be completed by Summer 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
98	Lunado Wy, Estero Ave to Mercedes Wy (100 block)	Speed Table	n/a	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
99	Randall St, Chenery St to Whitney St (100 block)	Speed Table	n/a	2	8	Construction by SFPW JOC Task Order J64-01	Construction Phase	75%
100	21st St, Alabama St to Harrison St (2800 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
101	23rd St, Mission St to Bartlett St (3300 block)	Speed Table	n/a	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
102	Benton Ave, Genebern Wy to College Ave (100 block)	Speed Table	n/a	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
103	Cambridge St, Bacon St to Wayland St (600 block)	Speed Cushion	3-lump	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
104	Cambridge St, Pioche St to Silliman St (200 block)	Speed Table	n/a	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
105	Cambridge St, Silliman St to Felton St (300 block)	Speed Cushion	3-lump	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
106	Cambridge St, Sweeny St to Silver Ave (100 block)	Speed Cushion	3-lump	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
107	Cambridge St, West View Ave to Sweeny St (100 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
108	Felton St, Princeton St to Amherst St (1100 block)	Speed Cushion	5-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
109	Felton St, University St to Princeton St (1000 block)	Speed Cushion	5-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
110	Florida St, 24th St to 25th St (1200 block)	Speed Hump	n/a	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
111	Folsom St, Eugenia Ave to Cortland Ave (3700 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
112	Genebern Wy, College Ave to Murray St (Unit block)	Speed Cushion	3-lump	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
113	Girard St, Olmstead St to Mansell St (800 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
114	Nebraska St, Powhattan St to Cortland St (Unit block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
115	San Carlos St, 20th St to 21st St (300 block)	Speed Table	n/a	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
116	Santa Marina St, Gladys St to Prospect Ave (Unit block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
117	Santa Marina St, Mission St to Gladys St (Unit block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
118	Santa Marina St, Prospect Ave to Elsie St (100 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
119	Shotwell St, 16th St to 17th St (200 block)	Speed Cushion	3-lump	2	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
120	Silliman St, Oxford St to Harvard St (1500 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
121	Sweeny St, Princeton St to Cambridge St (700 block)	Speed Cushion	3-lump	3	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

12.08.2025

Status: Work underway and anticipated to be completed by Summer 2026.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
122	Wayland St, Princeton St to Amherst St (1200 block)	Speed Cushion	3-lump	1	9	Construction by SFPW JOC Task Order J53-04	Construction Phase	75%
123	25th St, Indiana St to Pennsylvania St (1200 block)	Speed Cushion	3-lump	1	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
124	25th St, Tennessee St to Minnesota St (1000 block)	Speed Cushion	3-lump	1	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
125	Alpha St, Goettingen St to Tucker Ave (Unit block)	Speed Table	n/a	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
126	Blanken Ave, Peninsula Ave to Tocoloma Ave (300 block)	Speed Cushion	4-lump	1	10	Construction will be coordinated through SFPUC Project WD-2876 via Change Order	Construction Phase	75%
127	Blanken Ave, Tocoloma Ave to Nueva Ave (400 block)	Speed Cushion	4-lump	1	10	Construction will be coordinated through SFPUC Project WD-2876 via Change Order	Construction Phase	75%
128	Blanken Ave, Nueva Ave to Gillette Ave (500 block)	Speed Cushion	4-lump	1	10	Construction will be coordinated through SFPUC Project WD-2876 via Change Order	Construction Phase	75%
129	Brookdale Ave, Blythdale Ave to Geneva Ave (200 block)	Speed Cushion	3-lump	3	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
130	Hampshire St, 23rd St to 24th St (1100 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
131	Indiana St, 20th St to 22nd St (800 block)	Speed Cushion	3-lump	3	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
132	Kirkwood Ave, Earl St to Dormitory Rd (700 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
133	Middle Point Rd, West Point to Innes Ave (100 block)	Speed Cushion	4-lump	1	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
134	Quesada Ave, Lane St to 3rd St (1600 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
135	Raymond Ave, Elliot St to Sawyer St (400 block)	Speed Table	n/a	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
136	Raymond Ave, Sawyer St to END (500 block)	Speed Table	n/a	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
137	Sawyer St, Visitacion Ave to Sunnydale Ave (400 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
138	Shafter Ave, Ingalls St to Jennings St (1300 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
139	Sunnydale Ave, Garrison Ave to Sawyer St (1200-1300 block)	Speed Cushion	5-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
140	Teddy Ave, Rutland St to Delta St (200 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
141	Tennessee, 19th St to 20th St (800 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
142	Tucker Ave, Alpha St to Rutland St (100 block)	Speed Table	n/a	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%

Application-Based Traffic Calming Program FY21-22 Cycle (SFMTA-126)

Status: Work underway and anticipated to be completed by Summer 2026.

12.08.2025

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
143	Underwood Ave, Jennings St to Keith St (1400 block)	Speed Cushion	3-lump	2	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
144	Venus St, Topeka Ave to Thornton Ave (Unit block)	Speed Table	n/a	1	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
145	Wilde Ave, Goettingen St to Rutland St (300 block)	Speed Cushion	5-lump	3	10	Construction by SFPW JOC Task Order J57-09	Construction Phase	75%
146	Bright St, Randolph St to Sargent St (200 block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
147	Dublin St, Persia Ave to Russia Ave (100 block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
148	Lee Ave, Grafton Ave to Holloway Avenue (100 block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
149	Liebig St, Lessing St to San Jose Ave (Unit block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
150	Louisburg St, Mt. Vernon Ave to Ridge Ln (300 block)	Speed Hump	n/a	1	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
151	Madrid St, France Ave to Italy Ave (700 block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
152	Margaret Ave, Ridge Ln to Lakeview Ave (Unit block)	Speed Hump	n/a	1	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
153	Minerva St, Summit St to Plymouth Ave (Unit block)	Speed Table	n/a	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
154	Mt Vernon Ave, Cayuga Ave to Delano Ave (200 block)	Speed Cushion	3-lump	1	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
155	Niagara Ave, Mission St to Alemany Blvd (One Way WB; Unit block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
156	Prague St, Brazil Ave to Persia Ave (100 block)	Speed Cushion	5-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
157	Sadowa St, Capitol Ave to Orizaba Ave (200 block)	Speed Cushion	3-lump	3	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
158	Victoria St, Garfield St to Holloway Ave (500 block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%
159	Vienna St, Brazil Ave to Persia Ave (400 block)	Speed Cushion	3-lump	2	11	Construction by SFPW JOC Task Order Jxx-xx	Construction Phase	75%

Speed Humps installed:13

3-lump Speed Cushions installed:157

4-lump Speed Cushions installed:7

5-lump Speed Cushions installed:26

7-lump Speed Cushions installed:1

Speed Tables installed:65

Raised Crosswalks installed:0

GRAND TOTAL:269

Application-Based Traffic Calming Program FY22-23 Cycle

12.05.2025

Status: Design phase is expected to commence in Spring 2026 and be completed by late 2026/early 2027. SFMTA plans to request construction funds in late 2026/ early 2027.

NO.	LOCATION	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	05th Ave, Anza St to Balboa St (500 block)	tbd	tbd	tbd	1	tbd	Design Phase	15%
2	09th Ave, Cabrillo St to Fulton St (700 block)	tbd	tbd	tbd	1	tbd	Design Phase	15%
3	11th Ave, Irving St to Judah St (1300 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
4	16th Ave, Anza St to Balboa St (500 block)	tbd	tbd	tbd	1	tbd	Design Phase	15%
5	16th Ave, Cecilia Ave to Santiago St (2300 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
6	17th Ave, Ulloa St to Vicente St (2500 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
7	18th Ave, Santiago St to Taraval St (2300 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
8	18th Ave, Taraval St to Ulloa St (2400 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
9	20th St, Folsom St to Harrison St (3200 block)	tbd	tbd	tbd	9	tbd	Design Phase	15%
10	27th Ave, Taraval St to Ulloa St (2400 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
11	39th Ave, Moraga St to Noriega St (1700 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
12	40th Ave, Quintara St to Rivera St (2100 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
13	41st Ave, Judah St to Kirkham St (1400 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
14	45th Ave, Irving St to Lincoln Way (1200 block)	tbd	tbd	tbd	4	tbd	Design Phase	15%
15	Alabama St, 25th St to 26th St (1300 block)	tbd	tbd	tbd	9	tbd	Design Phase	15%
16	Alabama St, Montcalm St to Ripley St (1700 block)	tbd	tbd	tbd	9	tbd	Design Phase	15%
17	Cecilia Ave, 16th Ave to Santiago St (2300 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
18	Gilman Ave, Arelious Walker Way to Gilman Ave (600 block)	tbd	tbd	tbd	10	tbd	Design Phase	15%
19	Gilman Ave, Donahue St to Arelious Walker Way (700-800 blocks)	tbd	tbd	tbd	10	tbd	Design Phase	15%
20	Grafton Ave, Granada Ave to Miramar Ave (400 block)	tbd	tbd	tbd	11	tbd	Design Phase	15%
21	Hanover St, Allison St to Watt Ave (100 block)	tbd	tbd	tbd	11	tbd	Design Phase	15%
22	Hanover St, Concord St to Guttenberg St (200 block)	tbd	tbd	tbd	11	tbd	Design Phase	15%
23	Laguna St, Cleary Ct to Geary Blvd (1400 block)	tbd	tbd	tbd	5	tbd	Design Phase	15%
24	Mangels Ave, Genessee St to Ridgewood Ave (600 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
25	Midway St, Bay St to Francisco St (Unit block)	tbd	tbd	tbd	3	tbd	Design Phase	15%
26	Morse St, Newton St to Rolph St (Unit block)	tbd	tbd	tbd	11	tbd	Design Phase	15%
27	O'Farrell St, Pierce St to Scott St (1900 block)	tbd	tbd	tbd	5	tbd	Design Phase	15%
28	O'Shaughenssy, South of Portola to (100 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
29	Randall St, Harper St to Sanchez St (200 block)	tbd	tbd	tbd	9	tbd	Design Phase	15%
30	Randall St, Sanchez St to Whitney St (200 block)	tbd	tbd	tbd	8	tbd	Design Phase	15%
31	Sanchez St, 14th St to Duboce Ave (Unit block)	tbd	tbd	tbd	8	tbd	Design Phase	15%
32	Seminole Ave, Cayuga Ave to Delano Ave (Unit block)	tbd	tbd	tbd	11	tbd	Design Phase	15%
33	Shafter Ave, Keith St to Lane St (1500 block)	tbd	tbd	tbd	10	tbd	Design Phase	15%
34	Vermont St, 18th St to 19th St (600 block)	tbd	tbd	tbd	9	tbd	Design Phase	15%
35	Washington St, Cherry St to Maple St (3800 block)	tbd	tbd	tbd	2	tbd	Design Phase	15%
36	Wawona St, 15th Ave to 16th Ave (400 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
37	Wawona St, 30th Ave to 33rd Ave (2000 block)	tbd	tbd	tbd	7	tbd	Design Phase	15%
38	Wisconsin St, 23rd St to Coral St (1000 block)	tbd	tbd	tbd	10	tbd	Design Phase	15%
39	Wisconsin St, 25th St to Connecticut St (1100 block)	tbd	tbd	tbd	10	tbd	Design Phase	15%
40	Townsend St, Colin P Kelley to The Embarcadero (Unit block)	tbd	tbd	tbd	6	tbd	Design Phase	15%

Speed Humps installed: 0
3-lump Speed Cushions installed: 0
4-lump Speed Cushions installed: 0
5-lump Speed Cushions installed: 0
7-lump Speed Cushions installed: 0
Speed Tables installed: 0
Raised Crosswalks installed: 0
GRAND TOTAL: 0

NOTES:

- 1) SFMTA staff anticipates starting work in Spring 2026

Application-Based Traffic Calming Program FY23-24 Cycle (SFMTA-141)

12.05.2025

Status: Planning phase for Quarters 1 and 2 are complete. Planning phase for Quarters 3 and 4 are anticipated to be completed by Spring 2026. Design phase for all quarters anticipated to start by Spring 2026 and anticipated to be com

NO.	LOCATION	Quarter	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	03rd Ave, Geary Blvd to Anza St (400 block)	QTR 1	tbd	tbd	tbd	1	tbd	Design Phase	15%
2	05th Ave, Balboa St to Cabrillo St (600 block)	QTR 1	tbd	tbd	tbd	8	tbd	Design Phase	15%
3	09th Ave, Balboa St to Cabrillo St (600 block)	QTR 1	tbd	tbd	tbd	1	tbd	Design Phase	15%
4	17th St, Valencia St to Guerrero St (3400 block)	QTR 1	tbd	tbd	tbd	5	tbd	Design Phase	15%
5	18th Ave, Noriega St to Ortega St (1800 block)	QTR 1	tbd	tbd	tbd	7	tbd	Design Phase	15%
6	23rd Ave, Ortega St to Noriega St (1800 block)	QTR 1	tbd	tbd	tbd	4	tbd	Design Phase	15%
7	24th Ave, Judah St to Kirkham St (1400 block)	QTR 1	tbd	tbd	tbd	4	tbd	Design Phase	15%
8	26th Ave, Lake St to California St (200 block)	QTR 1	tbd	tbd	tbd	9	tbd	Design Phase	15%
9	24th Ave, Kirkham St to Lawton St (1500 block)	QTR 1	tbd	tbd	tbd	1	tbd	Design Phase	15%
10	31st Ave, California St to Clement St (300 block)	QTR 1	tbd	tbd	tbd	1	tbd	Design Phase	15%
11	43rd Ave, Moraga St to Noriega St (1700 block)	QTR 1	tbd	tbd	tbd	1	tbd	Design Phase	15%
12	47th Ave, Lawton St to Moraga St (1600 block)	QTR 1	tbd	tbd	tbd	8	tbd	Design Phase	15%
13	Diamond St, Sussex St to Surrey St (2600 block)	QTR 1	tbd	tbd	tbd	9	tbd	Design Phase	15%
14	Downey St, Frederick St to Ashbury St (100-200 blocks)	QTR 1	tbd	tbd	tbd	8	tbd	Design Phase	15%
15	Farallones St, Capital Ave to Orizaba Ave (200 block)	QTR 1	tbd	tbd	tbd	4	tbd	Design Phase	15%
16	Filbert St, Broderick St to Divisadero (700 block)	QTR 1	tbd	tbd	tbd	2	tbd	Design Phase	15%
17	Hanover St, Allison St to Concord St (100 block)	QTR 1	tbd	tbd	tbd	7	tbd	Design Phase	15%
18	Laidley St, Harper St to Farmount St (100 block)	QTR 1	tbd	tbd	tbd	8	tbd	Design Phase	15%
19	Lee Ave, Lakeview Ave to Grafton Ave (Unit block)	QTR 1	tbd	tbd	tbd	11	tbd	Design Phase	15%
20	Morse St, Lowell St to Whipple Ave (700 block)	QTR 1	tbd	tbd	tbd	11	tbd	Design Phase	15%
21	Morse St, Whipple Ave to Whittier St (700 block)	QTR 1	tbd	tbd	tbd	11	tbd	Design Phase	15%
22	Newhall St, Bayview St to Topeka Ave (1800 block)	QTR 1	tbd	tbd	tbd	10	tbd	Design Phase	15%
23	Onondaga Ave, Otsego Ave to Wanda St (100 block)	QTR 1	tbd	tbd	tbd	1	tbd	Design Phase	15%
24	Scotia Ave, Quint St to Thornton Ave (100 block)	QTR 1	tbd	tbd	tbd	10	tbd	Design Phase	15%
25	Stillings Ave, Malta Dr/Mercado Court to Detroit St (100 block)	QTR 1	tbd	tbd	tbd	7	tbd	Design Phase	15%
26	Yosemite Ave, Ingalls St to Jennings Ave (1400 block)	QTR 1	tbd	tbd	tbd	10	tbd	Design Phase	15%
27	Yosemite Ave, Jennings Ave to Keith S (1500 block)t	QTR 1	tbd	tbd	tbd	10	tbd	Design Phase	15%
28	Yosemite Ave, Keith St to 3rd St (1600 block)	QTR 1	tbd	tbd	tbd	10	tbd	Design Phase	15%
29	43rd Ave, Geary Blvd to Anza St (500 block)	QTR 2	tbd	tbd	tbd	1	tbd	Design Phase	15%
30	Aquavista Way, Skyview Way to Marview Way (Unit-100 blocks)	QTR 2	tbd	tbd	tbd	7	tbd	Design Phase	15%
31	17th Ave, Quintara St to Rivera St (2100 block)	QTR 2	tbd	tbd	tbd	7	tbd	Design Phase	15%
32	Executive Park Blvd, Alana Way to Blanken Ave (Unit block)	QTR 2	tbd	tbd	tbd	10	tbd	Design Phase	15%
33	Burnett Ave, Gardenside Dr to Twin Peaks Blvd (Unit-400 blocks)	QTR 2	tbd	tbd	tbd	8	tbd	Design Phase	15%
34	42nd Ave, Kirkham St to Lawton St (1500 block)	QTR 2	tbd	tbd	tbd	4	tbd	Design Phase	15%
35	Foerster St, Los Pamos Dr to Teresita Blvd (700 block)	QTR 2	tbd	tbd	tbd	7	tbd	Design Phase	15%
36	36th Ave, Rivera St to Santiago St (500 block)	QTR 2	tbd	tbd	tbd	4	tbd	Design Phase	15%
37	Wood Street, Geary Boulevard to Anza Street	QTR 3	tbd	tbd	tbd	2	tbd	Planning Phase	50%
38	Funston Avenue, Aerial Way to 12th Avenue	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	50%
39	43rd Avenue, Ortega Street to Pacheco Street	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	50%
40	Spruce Street, Mayfair Street to Euclid Avenue	QTR 3	tbd	tbd	tbd	2	tbd	Planning Phase	50%
41	San Juan Avenue, Alemany Boulevard to Cayuga Avenue	QTR 3	tbd	tbd	tbd	11	tbd	Planning Phase	50%
42	York Street, 25th Street to 26th Street	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	50%
43	O'Farrell Street, St. Joseph's Avenue to Lyon Street	QTR 3	tbd	tbd	tbd	2	tbd	Planning Phase	50%
44	El Camino Del Mar, 25th Avenue to 26th Avenue	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	50%
45	Yorba Street, 39th Avenue to 40th Avenue	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	50%
46	Jackson Street, Cherry Street to Maple Street	QTR 3	tbd	tbd	tbd	2	tbd	Planning Phase	50%
47	42nd Avenue, Wawona Street to Sloat Boulevard	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	50%
48	Mississippi Street, Mariposa Street to 18th Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	50%
49	15th Street, Dolores Street to Landers Street	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	50%
50	Arlington Street, Mateo Street to Roanoke Street	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	50%
51	Wisconsin Street, 20th Street to 22nd Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	50%

Application-Based Traffic Calming Program FY23-24 Cycle (SFMTA-141)

12.05.2025

Status: Planning phase for Quarters 1 and 2 are complete. Planning phase for Quarters 3 and 4 are anticipated to be completed by Spring 2026. Design phase for all quarters anticipated to start by Spring 2026 and anticipated to be completed by Spring 2027.

NO.	LOCATION	Quarter	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
52	Foerster Street, Staples Avenue to Flood Avenue	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	50%
53	Parnassus Avenue, Stanyan Street to Willard Street	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	50%
54	Quesada Avenue, Lane Street to 3rd Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	50%
55	Brussels Street, Ward Street to Harkness Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	50%
56	Harper Street, 30th Street to Randall Street	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	50%
57	Kirkham Street, 30th Avenue to 31st Avenue	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	50%
58	Kirkham Street, 31st Avenue to 32nd Avenue	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	50%
59	Palou Avenue, Lane Street to 3rd Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	50%
60	17th Avenue, Ortega Street to Pacheco Street	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	50%
61	Santiago Street, 25th Avenue to 26th Avenue	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	50%
62	Coleridge Street, Fair Avenue to Esmeralda Avenue	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	50%
63	Coleridge Street, Esmeralda Avenue to Virginia Avenue	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	50%
64	Congo Street, Stillings Avenue to 700 Congo Street	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	50%
65	Downey Street, Frederick Street to Ashbury Street	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	50%
66	Victoria Street, Randolph Street to Sargent Street	QTR 3	tbd	tbd	tbd	11	tbd	Planning Phase	50%
67	09th Avenue, Lake Street to California Street	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	50%
68	Waller Street, Buchanan Street to Webster Street	QTR 3	tbd	tbd	tbd	5	tbd	Planning Phase	50%
69	11th Avenue, Noriega Street to Ortega Street	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	50%
70	09th Avenue, Anza Street to Balboa Street	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	50%
71	Treat Avenue, 23rd Street to 24th Street	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	50%
72	16th Avenue, Irving Street to Judah Street	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	50%
73	Diamond Street, 28th Street to 29th Street	QTR 4	tbd	tbd	tbd	8	tbd	Planning Phase	50%
74	La Salle Avenue, Mendell Street to 03rd Street	QTR 4	tbd	tbd	tbd	10	tbd	Planning Phase	50%
75	Franconia Street, Brewster Street to Powhattan Avenue	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	50%
76	Evelyn Wy, Juanita Way to Chaves Avenue	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	50%
77	Evelyn Wy, Portoloa Drive to Teresita Way	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	50%
78	Crescent Avenue, Folsom Street to Murray Street	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	50%
79	Stillings Avenue, Vista Verde Court to Teresita Boulevard	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	50%
80	Putnam Street, Tompkins Avenue to Crescent Avenue	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	50%
81	Plymouth Avenue, Monterey Avenue to Mangels Avenue	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	50%
82	Plymouth Avenue, Mangels Avenue to Yerba Buena Avenue	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	50%
83	Balboa Street, 34th Avenue to 35th Avenue	QTR 4	tbd	tbd	tbd	1	tbd	Planning Phase	50%
84	28th Avenue, Quintara Street to Rivera Street	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	50%
85	Panorama Drive, City View Way to Starview Way	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	50%
86	Bryant Street, 21st Street to 22nd Street	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	50%
87	Alabama Street, 23rd Street to 24th Street	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	50%
88	36th Avenue, Rivera Street to Quintara Street	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	50%
89	Jennings Street, Gilman Avenue to Hollister Avenue	QTR 4	tbd	tbd	tbd	10	tbd	Planning Phase	50%
90	Jennings Street, Fitzgerald Avenue to Gilman Avenue	QTR 4	tbd	tbd	tbd	10	tbd	Planning Phase	50%
91	Jennings Street, Egbert Avenue to Fitzgerald Avenue	QTR 4	tbd	tbd	tbd	10	tbd	Planning Phase	50%
92	Jennings Street, Donner Avenue to Egbert Avenue	QTR 4	tbd	tbd	tbd	10	tbd	Planning Phase	50%
93	27th Street, Church Street to Dolores Street	QTR 4	tbd	tbd	tbd	8	tbd	Planning Phase	50%

Applications in District 1:	11	Speed Humps installed:	0
Applications in District 2:	5	3-lump Speed Cushions installed:	0
Applications in District 3:	0	4-lump Speed Cushions installed:	0
Applications in District 4:	13	5-lump Speed Cushions installed:	0
Applications in District 5:	2	7-lump Speed Cushions installed:	0
Applications in District 6:	0	Speed Tables installed:	0
Applications in District 7:	18	Raised Crosswalks installed:	0
Applications in District 8:	12	GRAND TOTAL:	0
Applications in District 9:	11		

Application-Based Traffic Calming Program FY23-24 Cycle (SFMTA-141)

12.05.2025

Status: Planning phase for Quarters 1 and 2 are complete. Planning phase for Quarters 3 and 4 are anticipated to be completed by Spring 2026. Design phase for all quarters anticipated to start by Spring 2026 and anticipated to be com

NO.	LOCATION	Quarter	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
		Applications in District 10:	16						
		Applications in District 11:	5						
		TOTAL:	93						

- NOTES:
- 1) SFMTA staff anticipates starting work in Spring 2026
 - 2) Quarter 1 locations have been evaluated, accepted, and applicants notified; ready to begin design phase
 - 3) Quarter 2 locations have been evaluated, accepted, and applicants notified; ready to begin design phase
 - 4) Quarter 3 locations data has been collected by consultant and delivered to SFMTA
 - 5) Quarter 4 locations data has been collected by consultant and delivered to SFMTA
 - 6) SFMTA staff anticipates adopting new evaluation and acceptance criteria, applying it to Q3 & Q4 applications, and notifying applicants in Spring 2026
 - 7) SFMTA staff anticipates starting design phase for accepted applications in Summer 2026

Application-Based Traffic Calming Program FY24-25 Cycle (SFMTA-141)

12.05.2025

Status: Planning phase is anticipated to be completed by Spring 2026. Design phase for all quarters anticipated to start by Spring 2026 and anticipated to be completed by late 2026/ early 2027. Construction anticipated to start by Summ

NO.	LOCATION	Quarter	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
1	25th Avenue, Judah Street to Kirkham Street	QTR 1	tbd	tbd	tbd	4	tbd	Planning Phase	50%
2	Shotwell Street, 17th Street to 18th Street	QTR 1	tbd	tbd	tbd	9	tbd	Planning Phase	50%
3	Precita Street, Florida Street to Bryant Street	QTR 1	tbd	tbd	tbd	9	tbd	Planning Phase	50%
4	Crystal Street, Alemany Boulevard to De Long Street	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
5	Brazil Avenue, La Grande Avenue to Mansell Street/Gate	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
6	Northgate Drive, Darien Way to Upland Drive	QTR 1	tbd	tbd	tbd	7	tbd	Planning Phase	50%
7	Joost Avenue, Acadia Street to Lippard Avenue	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
8	States Street, Castro Street to States St Park Entrance X Walk	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
9	States Street, States St Park Entrance X Walk to Levant Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
10	Jerrold Avenue, Topland Street to Napoleon Street	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
11	Peru Avenue, Felton Street to Burrows Street	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
12	10th Avenue, Lake Street to California Street	QTR 1	tbd	tbd	tbd	1	tbd	Planning Phase	50%
13	Ashton Avenue, Holloway Street to DeMontfort Avenue	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
14	Elk Street, Sussex Street to Paradise Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
15	Flood Avenue, Detroit Street to Edna Street	QTR 1	tbd	tbd	tbd	7	tbd	Planning Phase	50%
16	Congdon Street, Ney Street to Maynard Street	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
17	Dellbrook Avenue, Olympia Way to Olympia Way	QTR 1	tbd	tbd	tbd	7	tbd	Planning Phase	50%
18	33rd Avenue, Quintara Street to Rivera Street	QTR 1	tbd	tbd	tbd	4	tbd	Planning Phase	50%
19	38th Avenue, Rivera Street to Santiago Street	QTR 1	tbd	tbd	tbd	4	tbd	Planning Phase	50%
20	Apollo Street, Thornton Avenue to Williams Avenue	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
21	Diamond Street, Cesar Chaves Street to 27th Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
22	47th Avenue, Quintara Street to Rivera Street	QTR 1	tbd	tbd	tbd	4	tbd	Planning Phase	50%
23	Hazelwood Avenue, Monterey Boulevard to Montecito Avenue	QTR 1	tbd	tbd	tbd	7	tbd	Planning Phase	50%
24	San Jose Avenue, 25th Street to 26th Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
25	Shotwell Street, 24th Street to 25th Street	QTR 1	tbd	tbd	tbd	9	tbd	Planning Phase	50%
26	Gladstone Drive, Cambridge Street to Gladstone Drive	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
27	Gladstone Drive, Gladstone Drive to Maynard Street	QTR 1	tbd	tbd	tbd	11	tbd	Planning Phase	50%
28	Alvarado Street, Castro Street to Noe Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
29	16th Avenue, Vicente Street to Wawona Street	QTR 1	tbd	tbd	tbd	7	tbd	Planning Phase	50%
30	31st Avenue, Cabrillo Street to Fulton Street	QTR 1	tbd	tbd	tbd	1	tbd	Planning Phase	50%
31	45th Avenue, Taraval Street to Ulloa Street	QTR 1	tbd	tbd	tbd	4	tbd	Planning Phase	50%
32	21st Avenue, Anza Street to Balboa Street	QTR 1	tbd	tbd	tbd	1	tbd	Planning Phase	50%
33	Castro Street, 26th Street to Cesar Chavez Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
34	Castro Street, Cesar Chavez Street to 27th Street	QTR 1	tbd	tbd	tbd	8	tbd	Planning Phase	50%
35	44th Avenue, Cabrillo Street to Fulton Street	QTR 1	tbd	tbd	tbd	1	tbd	Planning Phase	50%
36	Armstrong Street, Ingalls Street to Jennings Street	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
37	Armstrong Street, Jennings Street to Keith Street	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
38	Armstrong Street, Keith Street to 3rd Street	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
39	Jennings Street, Van Dyke Avenue to Wallace Avenue	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
40	Jennings Street, Wallace Avenue to Yosemite Avenue	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
41	Jennings Street, Yosemite Avenue to Armstrong Avenue	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
42	Jennings Street, Armstrong Avenue to Bancroft Avenue	QTR 1	tbd	tbd	tbd	10	tbd	Planning Phase	50%
43	Santa Clara Avenue, Portola Street to Terrace Drive	QTR 1	tbd	tbd	tbd	7	tbd	Planning Phase	50%
44	47th Avenue, Santiago Street to Taraval Street	QTR 1	tbd	tbd	tbd	4	tbd	Planning Phase	50%
45	Euclid Avenue, Iris Avenue to Heather Avenue	QTR 2	tbd	tbd	tbd	2	tbd	Planning Phase	50%
46	Euclid Avenue, Heather Avenue to Spruce Street	QTR 2	tbd	tbd	tbd	2	tbd	Planning Phase	50%
47	Euclid Avenue, Collins Street to Manzanita Avenue	QTR 2	tbd	tbd	tbd	2	tbd	Planning Phase	50%
48	29th Street, Mission Street to San Jose Avenue	QTR 2	tbd	tbd	tbd	9	tbd	Planning Phase	50%
49	Holloway Avenue, Lee Avenue to Brighton Avenue	QTR 2	tbd	tbd	tbd	11	tbd	Planning Phase	50%
50	Lake Street, 17th Street to 18th Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
51	Lake Street, 18th Street to 19th Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%

Application-Based Traffic Calming Program FY24-25 Cycle (SFMTA-141)

12.05.2025

Status: Planning phase is anticipated to be completed by Spring 2026. Design phase for all quarters anticipated to start by Spring 2026 and anticipated to be completed by late 2026/ early 2027. Construction anticipated to start by Summ

NO.	LOCATION	Quarter	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
52	Lake Street, 19th Street to 20th Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
53	Lake Street, 20th Street to 21st Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
54	Vicente Street, 28th Avenue to 29th Ave	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
55	Vicente Street, 29th Avenue to 30th Avenue	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
56	Oakdale Avenue, Newhall Street to Phelps Street	QTR 2	tbd	tbd	tbd	10	tbd	Planning Phase	50%
57	21st Avenue, Ocean Avenue to Eucalyptus Drive	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
58	Lake Street, 10th Avenue to 11th Avenue	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
59	Belvedere Street, Waller Street to Frederick Street	QTR 2	tbd	tbd	tbd	8	tbd	Planning Phase	50%
60	Day Street, Sanchez Street to Noe Street	QTR 2	tbd	tbd	tbd	8	tbd	Planning Phase	50%
61	32nd Avenue, Geary Boulevard to Clement Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
62	Eucalyptus Avenue, Ocean Avenue to 19th Avenue	QTR 2	tbd	tbd	tbd	7	tbd	Planning Phase	50%
63	Castro Street, 14th Street to Henry Street	QTR 2	tbd	tbd	tbd	8	tbd	Planning Phase	50%
64	43rd Avenue, Lincoln Way to Irving Street	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
65	Pacific Avenue, Laguna Street to Buchanan Street	QTR 2	tbd	tbd	tbd	2	tbd	Planning Phase	50%
66	Jersey Street, Noe Street to Castro Street	QTR 2	tbd	tbd	tbd	8	tbd	Planning Phase	50%
67	Ellsworth Street, Tompkins Avenue to Ogden Avenue	QTR 2	tbd	tbd	tbd	9	tbd	Planning Phase	50%
68	Appleton Avenue, Gladys Street to Holly Park Circle	QTR 2	tbd	tbd	tbd	9	tbd	Planning Phase	50%
69	Allison Street, Cross Street to Morse Street	QTR 2	tbd	tbd	tbd	11	tbd	Planning Phase	50%
70	42nd Avenue, Noriega Street to Ortega Street	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
71	Wawona Street, 22nd Avenue to 23rd Avenue	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
72	Anza Street, 6th Avenue to 7th Avenue	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
73	03rd Avenue, Lake Street to California Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
74	Thomas More Way, Brotherhood Way to San Francisco Golf Club Road	QTR 2	tbd	tbd	tbd	7	tbd	Planning Phase	50%
75	Arbor Street, Diamond Street to Conrad Street	QTR 2	tbd	tbd	tbd	8	tbd	Planning Phase	50%
76	Orizaba Avenue, Grafton Avenue to Holloway Avenue	QTR 2	tbd	tbd	tbd	11	tbd	Planning Phase	50%
77	Victoria Street, Sargent Street to Shields Street	QTR 2	tbd	tbd	tbd	11	tbd	Planning Phase	50%
78	Constanso Way, Sloat Boulevard to Crestlake Drive	QTR 2	tbd	tbd	tbd	4	tbd	Planning Phase	50%
79	McAllister Street, Parker Street to Stanyan Street	QTR 2	tbd	tbd	tbd	1	tbd	Planning Phase	50%
80	14th Street, Dolores Street to Market Street	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
81	Higuera Avenue, Arballo Drive to Vidal Drive	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	30%
82	28th Avenue, Irving Street to Judah Street	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	30%
83	02nd Avenue, Cornwall Street to Clement Street	QTR 3	tbd	tbd	tbd	7	tbd	Planning Phase	30%
84	Clara Street, 5th Street to 6th Street	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
85	Middlefield Drive, Ocean Avenue to Eucalyptus Drive	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	30%
86	11th Avenue, Anza Street to Balboa Street	QTR 3	tbd	tbd	tbd	6	tbd	Planning Phase	30%
87	Jennings Street, Hollister Avenue to Ingerson Avenue	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
88	Jennings Street, Ingerson Avenue to Jamestown Avenue	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	30%
89	Jennings Street, Jamestown Avenue to Key Avenue	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
90	Ocean Avenue, Everglade Drive to Havenside Drive	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
91	Ocean Avenue, Havenside Drive to Westmoorland Drive	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
92	Ocean Avenue, Westmoorland Drive to Clearfield Drive	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
93	Ocean Avenue, Clearfield Drive to Morningside Drive	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
94	30th Avenue, Lake Street to California Street	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
95	25th Street, Hoffman Street to Fountain Street	QTR 3	tbd	tbd	tbd	4	tbd	Planning Phase	30%
96	Carolina Street, Coral Road to End of Carolina Street	QTR 3	tbd	tbd	tbd	1	tbd	Planning Phase	30%
97	Topeka Street, Maddux Avenue to Bridgeview Drive	QTR 3	tbd	tbd	tbd	8	tbd	Planning Phase	30%
98	41st Avenue, Ulloa Street to Vicente Street	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	30%
99	40th Avenue, Ulloa Street to Vicente Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
100	Innes Avenue, Donahue Street to Earl Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
101	Innes Avenue, Earl Street to Arelious Walker Drive	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
102	Innes Avenue, Arelious Walker Drive to Griffith Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%

Application-Based Traffic Calming Program FY24-25 Cycle (SFMTA-141)

12.05.2025

Status: Planning phase is anticipated to be completed by Spring 2026. Design phase for all quarters anticipated to start by Spring 2026 and anticipated to be completed by late 2026/ early 2027. Construction anticipated to start by Summer 2027.

NO.	LOCATION	Quarter	Device Type	Device Detail	Quantity	SUPERVISOR DISTRICT	INSTALL DATE (Open for Use)	STATUS/PHASE	PERCENT COMPLETE
103	Innes Avenue, Griffith Street to Hunters Point Boulevard	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
104	Newcomb Avenue, Lane Street to Mendell Street	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
105	Folsom Street, Jarboe Avenue to Tompkins Avenue	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
106	Folsom Street, Tompkins Avenue to Ogden Avenue	QTR 3	tbd	tbd	tbd	10	tbd	Planning Phase	30%
107	Folsom Street, Ogden Avenue to Crescent Avenue	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	30%
108	41st Avenue, Quintara Street to Rivera Street	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	30%
109	Jones Street, Vallejo Street to Green Street	QTR 3	tbd	tbd	tbd	9	tbd	Planning Phase	30%
110	11th Avenue, Moraga Street to Lawton Street	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	30%
111	Baker Street, Beach Street to Jefferson Street	QTR 4	tbd	tbd	tbd	2	tbd	Planning Phase	30%
112	38th Avenue, Vicente Street to Wawona Street	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	30%
113	Prospect Avenue, Esmeralda Avenue to Virginia Avenue	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	30%
114	Prospect Avenue, Coso Avenue to Esmeralda Avenue	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	30%
115	Wayland Street, Amherst Street to Yale Street	QTR 4	tbd	tbd	tbd	9	tbd	Planning Phase	30%
116	45th Avenue, Judah Street to Kirkham Street	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	30%
117	20th Street, Dolores Street to Guerrero Street	QTR 4	tbd	tbd	tbd	8	tbd	Planning Phase	30%
118	36th Avenue, Ortega Street to Pacheco Street	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	30%
119	Taylor Street, Pacific Avenue to Broadway	QTR 4	tbd	tbd	tbd	3	tbd	Planning Phase	30%
120	Clay Street, Hyde Street to Larkin Street	QTR 4	tbd	tbd	tbd	3	tbd	Planning Phase	30%
121	31st Ave, Ortega Street to Pacheco Street	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	30%
122	Dorado Terrace, Ocean Avenue to 80 Dorado Terrace	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	30%
123	Melrose Avenue, Detroit Street to Teresita Boulevard	QTR 4	tbd	tbd	tbd	7	tbd	Planning Phase	30%
124	Delancey Street, End to Brannan Street	QTR 4	tbd	tbd	tbd	6	tbd	Planning Phase	30%
125	Central Avenue, Haight Street to Page Street	QTR 4	tbd	tbd	tbd	5	tbd	Planning Phase	30%
126	Velasco Avenue, Kelloch Avenue to Pueblo Street	QTR 4	tbd	tbd	tbd	10	tbd	Planning Phase	30%
127	Moraga Street, 42nd Avenue to 43rd Avenue	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	30%
128	Moraga Street, 43rd Avenue to 44th Avenue	QTR 4	tbd	tbd	tbd	4	tbd	Planning Phase	30%
129	Frederick Street, Downey Street to Clayton Street	QTR 4	tbd	tbd	tbd	5	tbd	Planning Phase	30%
130	32nd Avenue, El Camino Del Mar to California Street	QTR 4	tbd	tbd	tbd	1	tbd	Planning Phase	30%

Applications in District 1: 18
 Applications in District 2: 5
 Applications in District 3: 2
 Applications in District 4: 26
 Applications in District 5: 2
 Applications in District 6: 2
 Applications in District 7: 12
 Applications in District 8: 17
 Applications in District 9: 13
 Applications in District 10: 22
 Applications in District 11: 11
TOTAL: 130

Speed Humps installed: 0
 3-lump Speed Cushions installed: 0
 4-lump Speed Cushions installed: 0
 5-lump Speed Cushions installed: 0
 7-lump Speed Cushions installed: 0
 Speed Tables installed: 0
 Raised Crosswalks installed: 0
GRAND TOTAL: 0

Avg % Complete: 42%

NOTES:

- 1) All locations have data collection in progress
- 2) SFMTA staff anticipates adopting new evaluation and acceptance criteria, applying it to these applications, and notifying applicants in Spring 2026
- 3) SFMTA staff anticipates starting design phase for accepted applications in Summer 2026

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 11

DATE: November 12, 2025
TO: Transportation Authority Board
FROM: Cynthia Fong – Deputy Director for Finance and Administration
SUBJECT: 12/09/25 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2025

<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) 2025/26 three-month period ending September 30, 2025.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
--	---

BACKGROUND

Our 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 26-09) 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, 2025, the numbers in the prorated adopted budget column are one-fourth of the total adopted budget for FY 2025/26, 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, 2025, 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, 2025. Cash, deposits, and investments total to \$104.1 million. Other assets total \$88.2 million, which mainly includes \$17.7 million sales tax receivable and \$37.8 million of the program receivables. Liabilities total \$323.7 million, as of September 30, 2025, and mainly includes \$28.4 million in accounts payable, \$45.1 million in accounts payable to the City and County of San Francisco and \$176.7 million in sales tax revenue bond and premium amounts (Series 2017) and \$65.0 million drawdown from the revolving credit loan.

There is \$166.1 million in total fund deficit, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount included \$44.2 million in restricted fund balance and \$210.3 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 or 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 \$49.9 million in revenues, including \$25.9 million in sales tax revenues, \$1.2 million in vehicle registration fee, \$2.4 million in traffic congestion mitigation tax, and \$19.9 million in total program revenues for the three months ending September 30, 2025. Total revenue was higher than the prorated budget estimates by \$2.0 million. The variance in program revenues is mainly related to increased regional and other grant reimbursements for the Pier E-2 Parking Lot Project, as construction activities are ramping up in FY 2025/26.

As of September 30, 2025, we incurred \$26.0 million of expenditures, including \$1.5 million in debt service interest and fiscal charges for the sales tax revenue bond and the revolving credit loan; \$3.3 million for personnel and non-personnel expenditures; and \$21.3 million of capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$29.9 million. This amount mainly includes a net favorable variance of \$220 thousand for personnel and non-personnel expenditures, a favorable variance of \$3.9 million in principle charges, a favorable variance in interest and fiscal charges of \$458 thousand, and a favorable variance of \$29.9



million in capital project costs. The net favorable variance of \$4.4 million in debt service costs is due to timing of bond principal and interest payments made annually in August and February and due to costs related to the amended and restated revolving credit loan as we have not needed to borrow funds yet in Fiscal Year 2025/26. The favorable variance of \$29.9 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, 2025, approximately 71.7% 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 2024, the Transportation Authority entered into a 3-year Amended and Restated Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$185 million. As of September 30, 2025, the Transportation Authority has drawn \$65 million of available funds.

As of September 30, 2025, total outstanding bond principal is \$164.5 million. We made cumulative payments of \$138.9 million, including principal payment of \$83.7 million and interest payment of \$55.2 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, 2025

	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	\$ 12,495,734	\$ -	\$ 1,071,695	\$ 15,902,755	\$ -	\$ -	\$ 29,470,184
Deposits and investments with the City Treasurer	42,447,344	-	-	-	-	32,160,608	74,607,952
Sales tax receivable	17,748,503	-	-	-	-	-	17,748,503
Vehicle registration fee receivable	-	-	-	1,188,458	-	-	1,188,458
Traffic congestion mitigation tax receivable	-	-	-	-	-	2,429,412	2,429,412
Interest receivable from the City and County of San Francisco	493,648	-	-	-	-	480,852	974,500
Program receivables							
Federal	-	13,227,124	-	-	228,664	-	13,455,788
State	-	9,575,003	-	-	-	-	9,575,003
Regional and other	-	13,389,393	323,794	-	854,407	-	14,567,594
Receivables from the City and County of San Francisco	-	16,271,588	-	-	268,457	-	16,540,045
Other receivables	3,658,388	13,977	-	-	-	-	3,672,365
Due from other funds	7,572,036	-	16,254	151,816	315,445	-	8,055,551
Total Assets	\$ 84,415,653	\$ 52,477,085	\$ 1,411,743	\$ 17,243,029	\$ 1,666,973	\$ 35,070,872	\$ 192,285,355
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
Liabilities							
Accounts payable	\$ 12,930,804	\$ 11,719,309	\$ -	\$ -	\$ 67,298	\$ 3,633,407	\$ 28,350,818
Accounts payable to the City and County	38,396,778	100,000	240,067	4,306,953	4,703	2,049,024	45,097,525
Accrued salaries and taxes	567,884	-	-	-	-	-	567,884
Sales tax revenue bond (Series 2017)	176,672,221	-	-	-	-	-	176,672,221
Revolver Credit Loan	65,000,000	-	-	-	-	-	65,000,000
Due to other funds	-	7,559,087	-	-	385,254	111,210	8,055,551
Total liabilities	293,567,687	19,378,396	240,067	4,306,953	457,255	5,793,641	323,743,999
Deferred Inflows of Resources							
Unavailable revenues	-	33,098,689	323,794	-	1,209,718	-	34,632,201
Total deferred inflows of resources	-	33,098,689	323,794	-	1,209,718	-	34,632,201
Fund Balances							
Restricted	1,945,657	-	847,882	12,144,789	-	29,277,231	44,215,559
Unassigned	(211,097,691)	-	-	791,287	-	-	(210,306,404)
Total Fund Balances	(209,152,034)	-	847,882	12,936,076	-	29,277,231	(166,090,845)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 84,415,653	\$ 52,477,085	\$ 1,411,743	\$ 17,243,029	\$ 1,666,973	\$ 35,070,872	\$ 192,285,355



**San Francisco
County Transportation
Authority**

Attachment 2

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)

For the three months ending September 30, 2025

	Special Revenue Funds						Total Governmental Funds	Prorated Adopted Fiscal Year Budget 2025/26	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	\$ 25,826,899	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,826,899	27,096,900	\$ (1,270,001)
Vehicle registration fee	-	-	-	1,188,458	-	-	1,188,458	1,136,500	51,958
Traffic congestion mitigation tax	-	-	-	-	-	2,429,417	2,429,417	2,450,000	(20,583)
Investment income	360,000	-	167	3,923	-	205,341	569,431	463,225	106,206
Program revenues									
Federal	-	8,143,113	-	-	87,184	-	8,230,297	7,741,384	488,913
State	-	5,989,216	-	-	-	-	5,989,216	5,515,571	473,645
Regional and other	-	5,326,242	-	-	322,808	-	5,649,050	3,482,429	2,166,621
Total Revenues	26,186,899	19,458,571	167	1,192,381	409,992	2,634,758	49,882,768	47,886,009	1,996,759
EXPENDITURES									
Current - transportation improvement									
Personnel expenditures	1,415,230	1,078,284	8,336	47,873	100,590	44,194	2,694,507	2,667,814	(26,693)
Non-personnel expenditures	578,772	9,666	-	239	7,550	-	596,227	842,804	246,577
Capital improvements related to infrastructure	2,239,019	18,826,877	-	-	17,190	183,097	21,266,183	51,158,348	29,892,165
Debt service									
Principal	-	-	-	-	-	-	-	3,933,750	3,933,750
Interest and fiscal charges	1,479,513	-	-	-	-	-	1,479,513	1,936,979	457,466
Total Expenditures	5,712,534	19,914,827	8,336	48,112	125,330	227,291	26,036,430	60,539,695	34,503,265
Excess (Deficiency) of Revenues Over (Under) Expenditures	20,474,365	(456,256)	(8,169)	1,144,269	284,662	2,407,467	23,846,338	(12,653,686)	(32,506,506)
OTHER FINANCING SOURCES (USES)									
Transfers in	-	456,256	-	-	-	-	456,256	875,630	(419,374)
Transfers out	(171,594)	-	-	-	(284,662)	-	(456,256)	(875,630)	419,374
Draw on revolving credit agreement	-	-	-	-	-	-	-	27,500,000	(27,500,000)
Total Other Financing Sources (Uses)	(171,594)	456,256	-	-	(284,662)	-	-	27,500,000	(27,500,000)
NET CHANGE IN FUND BALANCES	20,302,771	-	(8,169)	1,144,269	-	2,407,467	23,846,338		
Fund Balances - Beginning	12,217,416	-	856,051	11,791,807	-	26,869,764	51,735,038		
Sales tax revenue bond (Series 2017)	(176,672,221)	-	-	-	-	-	(176,672,221)		
Revolver Credit Loan	(65,000,000)	-	-	-	-	-	(65,000,000)		
Fund Balances - Ending	\$ (209,152,034)	\$ -	\$ 847,882	\$ 12,936,076	\$ -	\$ 29,277,231	\$ (166,090,845)		



Treasurer & Tax Collector

CITY AND COUNTY OF SAN FRANCISCO

José Cisneros
TREASURER

Investment Report for the month of September 2025

October 15, 2025

The Honorable Daniel L. Lurie
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, 2025. 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 2025 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 2025	Fiscal YTD	August 2025
Average Daily Balance	\$ 17,118	\$ 17,007	\$ 17,172	\$ 17,122
Net Earnings	164.25	53.64	110.61	55.25
Earned Income Return	3.81%	3.84%	3.79%	3.80%

CCSF Pooled Fund Statistics *

(in \$ million)	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	22.14%	\$ 3,753.5	\$ 3,754.4	2.70%	3.04%	716
Federal Agencies	38.21%	6,463.1	6,479.9	3.74%	3.81%	707
Public Time Deposits	0.35%	60.0	60.0	4.32%	4.32%	73
Negotiable CDs	18.41%	3,120.0	3,122.6	4.31%	4.31%	156
Commercial Paper	9.00%	1,525.7	1,526.2	0.00%	4.31%	99
Medium Term Notes	1.03%	174.2	174.9	3.92%	4.18%	507
Money Market Funds	7.18%	1,216.9	1,216.9	4.09%	4.09%	1
Supranationals	1.54%	260.3	261.3	3.41%	3.82%	524
Secured Bank Deposit	2.14%	362.3	362.3	4.10%	4.10%	1
Totals	100.0%	\$ 16,936.1	\$ 16,958.6	3.31%	3.81%	480

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, Nancy Hom
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, 2025

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 3,762.0	\$ 3,753.5	\$ 3,754.4	100.02	22.16%	100%	Yes
Federal Agencies	6,467.2	6,463.1	6,479.9	100.26	38.16%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	60.0	60.0	60.0	100.00	0.35%	100%	Yes
Negotiable CDs	3,120.0	3,120.0	3,122.6	100.08	18.42%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	1,543.5	1,525.7	1,526.2	100.03	9.01%	25%	Yes
Medium Term Notes	174.6	174.2	174.9	100.40	1.03%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/							
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	1,216.9	1,216.9	1,216.9	100.00	7.19%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	261.8	260.3	261.3	100.38	1.54%	30%	Yes
Secured Bank Deposit	362.3	362.3	362.3	100.00	2.14%	N/A	Yes
TOTAL	\$ 16,968.4	\$ 16,936.1	\$ 16,958.6	100.13	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.

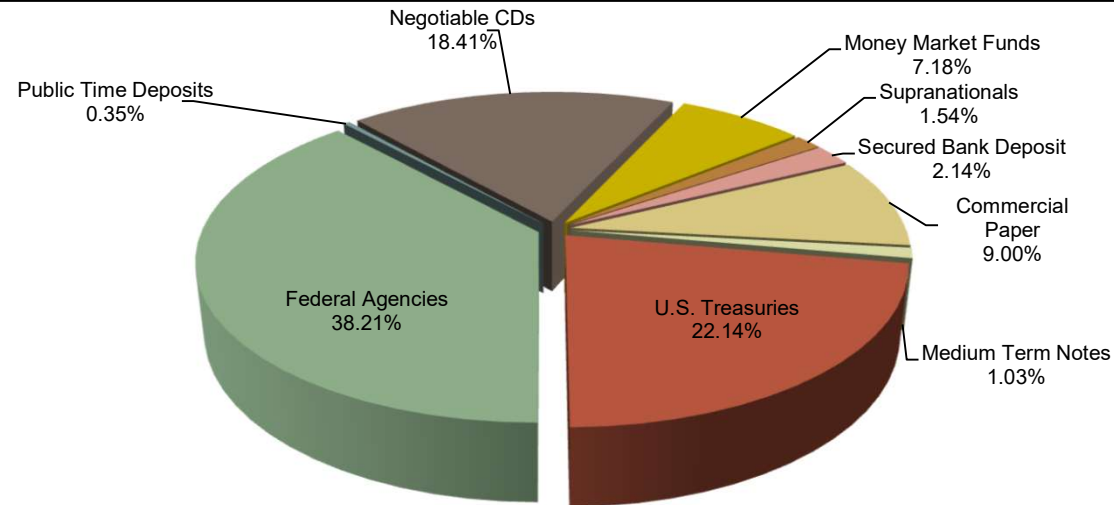
City and County of San Francisco

Pooled Fund Portfolio Statistics

For the month ended September 30, 2025

Average Daily Balance	\$17,006,513,262
Net Earnings	\$53,641,379
Earned Income Return	3.84%
Weighted Average Maturity	480 days

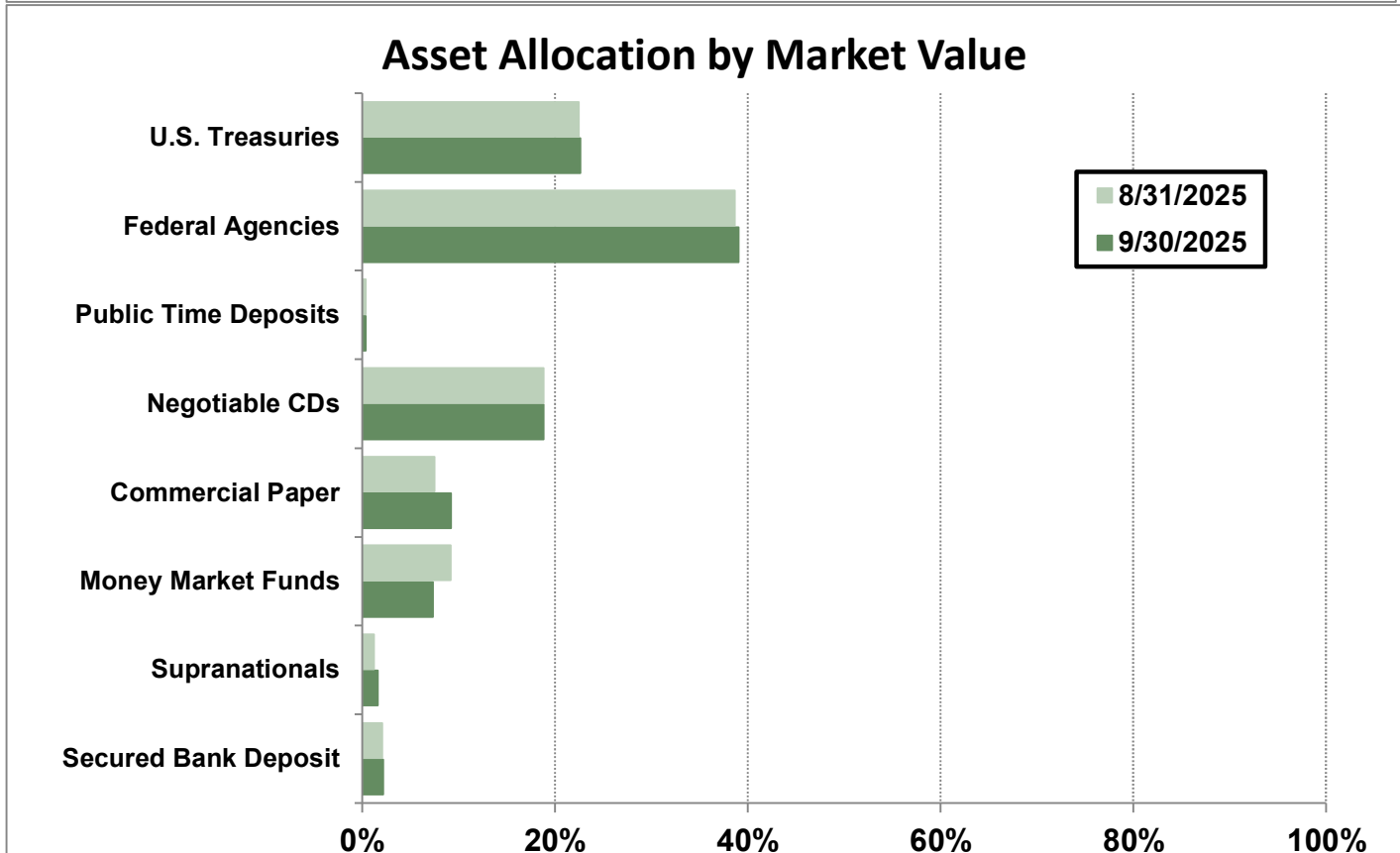
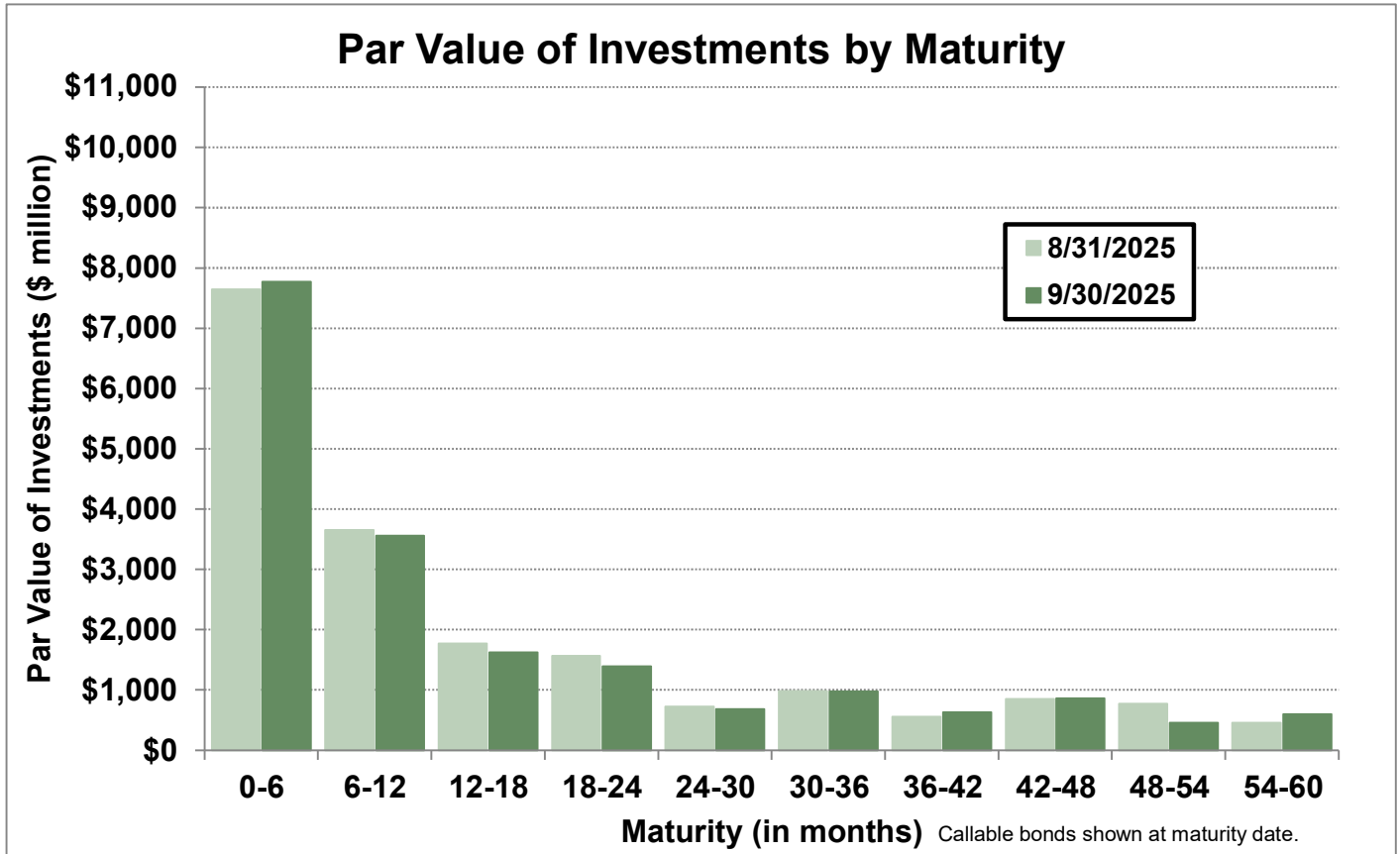
Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	3,762.0	\$ 3,753.5	\$ 3,754.4
Federal Agencies		6,467.2	6,463.1	6,479.9
Public Time Deposits		60.0	60.0	60.0
Negotiable CDs		3,120.0	3,120.0	3,122.6
Commercial Paper		1,543.5	1,525.7	1,526.2
Medium Term Notes		174.6	174.2	174.9
Money Market Funds		1,216.9	1,216.9	1,216.9
Supranationals		261.8	260.3	261.3
Secured Bank Deposit		362.3	362.3	362.3
Total		\$ 16,968.4	\$ 16,936.1	\$ 16,958.6

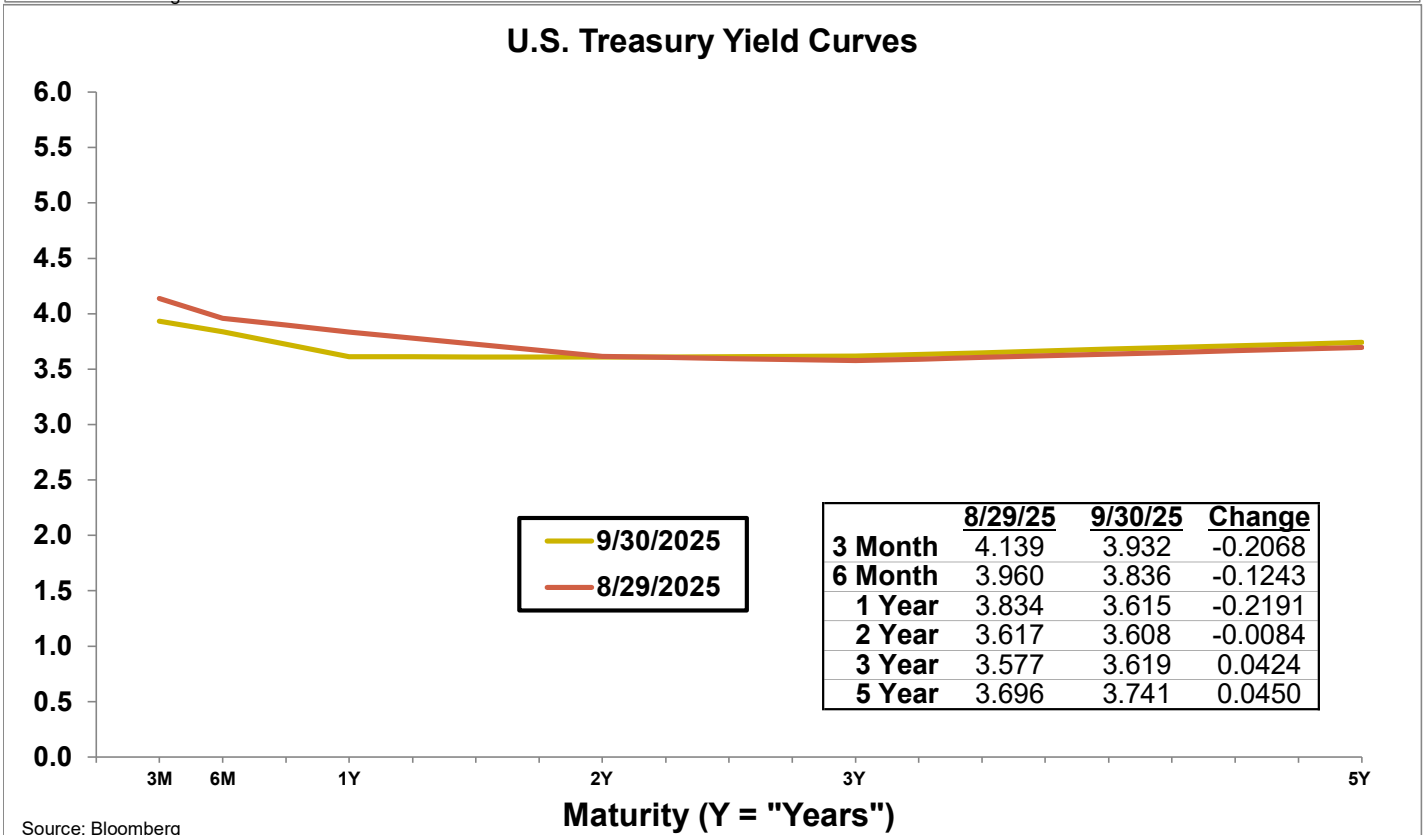
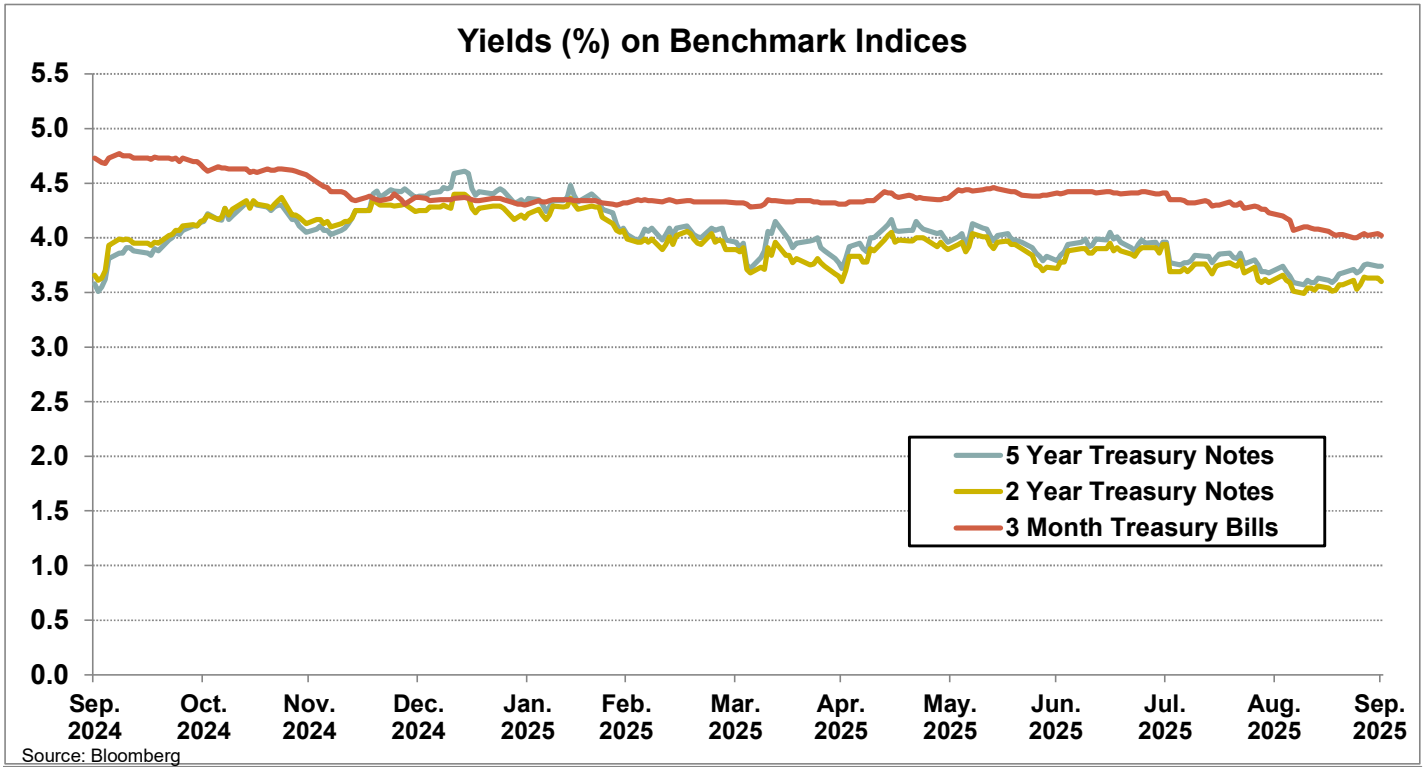


Asset Allocation by Market Value

Portfolio Analysis

Pooled Fund





Investment Inventory

Pooled Fund

As of September 30, 2025

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	912797QF7	U.S. Treasury Bill	9/4/2025	10/16/2025		0.00	\$ 100,000,000	\$ 99,511,167	\$ 99,825,417	\$ 99,823,920
U.S. Treasuries	91282CAT8	U.S. Treasury Note	2/25/2021	10/31/2025		0.25	50,000,000	49,298,828	49,987,692	49,839,845
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/2/2021	10/31/2025		0.25	50,000,000	49,078,125	49,983,770	49,839,845
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/4/2021	10/31/2025		0.25	50,000,000	49,048,828	49,983,234	49,839,845
U.S. Treasuries	912797RP4	U.S. Treasury Bill	7/24/2025	11/18/2025		0.00	100,000,000	98,624,925	99,435,867	99,468,240
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/25/2021	12/31/2025		0.38	50,000,000	49,455,078	49,971,984	49,554,690
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/26/2021	12/31/2025		0.38	50,000,000	49,271,484	49,962,524	49,554,690
U.S. Treasuries	91282CBW0	U.S. Treasury Note	6/28/2021	4/30/2026		0.75	50,000,000	49,662,109	49,959,652	49,130,860
U.S. Treasuries	91282CBW0	U.S. Treasury Note	7/2/2021	4/30/2026		0.75	50,000,000	49,730,469	49,967,742	49,130,860
U.S. Treasuries	912828R36	U.S. Treasury Note	7/23/2021	5/15/2026		1.63	50,000,000	52,203,125	50,283,384	49,343,750
U.S. Treasuries	912828R36	U.S. Treasury Note	8/27/2021	5/15/2026		1.63	50,000,000	51,890,625	50,248,131	49,343,750
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/2/2021	6/30/2026		0.88	50,000,000	49,931,641	49,989,806	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/14/2021	6/30/2026		0.88	50,000,000	50,070,313	50,010,555	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026		0.88	50,000,000	50,345,703	50,052,124	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026		0.88	50,000,000	50,328,125	50,049,473	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/6/2021	6/30/2026		0.88	50,000,000	50,406,250	50,061,766	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/10/2021	6/30/2026		0.88	50,000,000	50,240,234	50,036,607	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	9/24/2021	6/30/2026		0.88	50,000,000	49,937,500	49,990,230	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	10/14/2021	6/30/2026		0.88	50,000,000	49,593,750	49,935,756	48,945,315
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	1/4/2022	6/30/2026		0.88	50,000,000	49,027,344	49,838,484	48,945,315
U.S. Treasuries	91282CCW9	U.S. Treasury Note	9/28/2021	8/31/2026		0.75	50,000,000	49,449,219	49,897,686	48,673,830
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026		0.88	50,000,000	49,689,453	49,937,822	48,623,045
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026		0.88	50,000,000	49,671,875	49,934,303	48,623,045
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/19/2021	9/30/2026		0.88	50,000,000	49,318,359	49,862,691	48,623,045
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/3/2021	11/30/2026		1.25	50,000,000	50,072,266	50,016,847	48,615,235
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/7/2021	11/30/2026		1.25	50,000,000	50,117,188	50,027,380	48,615,235
U.S. Treasuries	91282CDK4	U.S. Treasury Note	3/29/2022	11/30/2026		1.25	50,000,000	47,078,125	49,272,527	48,615,235
U.S. Treasuries	91282CDQ1	U.S. Treasury Note	3/29/2022	12/31/2026		1.25	50,000,000	47,107,422	49,241,073	48,527,345
U.S. Treasuries	91282CEF4	U.S. Treasury Note	4/6/2022	3/31/2027		2.50	25,000,000	24,757,813	24,927,344	24,582,033
U.S. Treasuries	91282CKV2	U.S. Treasury Note	6/26/2024	6/15/2027		4.63	50,000,000	50,199,219	50,114,312	50,785,950
U.S. Treasuries	91282CKV2	U.S. Treasury Note	7/9/2024	6/15/2027		4.63	50,000,000	50,292,969	50,170,146	50,785,950
U.S. Treasuries	91282CKV2	U.S. Treasury Note	10/8/2024	6/15/2027		4.63	50,000,000	50,906,250	50,575,191	50,785,950
U.S. Treasuries	91282CKV2	U.S. Treasury Note	5/15/2025	6/15/2027		4.63	50,000,000	50,603,516	50,493,281	50,785,950
U.S. Treasuries	91282CKV2	U.S. Treasury Note	7/8/2025	6/15/2027		4.63	50,000,000	50,667,969	50,587,661	50,785,950
U.S. Treasuries	91282CKV2	U.S. Treasury Note	7/9/2025	6/15/2027		4.63	50,000,000	50,654,297	50,576,449	50,785,950
U.S. Treasuries	91282CKV2	U.S. Treasury Note	7/25/2025	6/15/2027		4.63	50,000,000	50,632,813	50,570,448	50,785,950
U.S. Treasuries	91282CEW7	U.S. Treasury Note	3/21/2024	6/30/2027		3.25	50,000,000	48,203,125	49,042,969	49,687,500
U.S. Treasuries	91282CEW7	U.S. Treasury Note	4/3/2024	6/30/2027		3.25	50,000,000	48,113,281	48,984,075	49,687,500
U.S. Treasuries	91282CEW7	U.S. Treasury Note	9/26/2024	6/30/2027		3.25	50,000,000	49,683,594	49,799,850	49,687,500
U.S. Treasuries	91282CEW7	U.S. Treasury Note	7/25/2025	6/30/2027		3.25	50,000,000	49,398,438	49,456,461	49,687,500
U.S. Treasuries	91282CLL3	U.S. Treasury Note	10/1/2024	9/15/2027		3.38	50,000,000	49,785,156	49,857,833	49,787,110
U.S. Treasuries	91282CLX7	U.S. Treasury Note	2/12/2025	11/15/2027		4.13	61,000,000	60,692,617	60,763,199	61,643,361
U.S. Treasuries	91282CMB4	U.S. Treasury Note	12/16/2024	12/15/2027		4.00	50,000,000	49,718,750	49,793,047	50,396,600
U.S. Treasuries	91282CMB4	U.S. Treasury Note	12/16/2024	12/15/2027		4.00	50,000,000	49,712,891	49,788,736	50,396,600
U.S. Treasuries	9128284N7	U.S. Treasury Note	4/9/2024	5/15/2028		2.88	65,000,000	61,082,227	62,495,451	63,811,722
U.S. Treasuries	91282CND9	U.S. Treasury Note	5/15/2025	5/15/2028		3.75	70,000,000	69,485,938	69,551,133	70,248,829
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/5/2024	6/30/2028		4.00	50,000,000	49,974,609	49,984,453	50,507,815
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028		4.00	50,000,000	49,927,734	49,955,395	50,507,815
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028		4.00	50,000,000	49,904,297	49,940,929	50,507,815

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. Treasuries	91282CHK0	U.S. Treasury Note	2/6/2024	6/30/2028		4.00	50,000,000	49,677,734	49,798,734	50,507,815
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/27/2024	6/30/2028		4.00	50,000,000	49,298,828	49,556,293	50,507,815
U.S. Treasuries	91282CHK0	U.S. Treasury Note	5/13/2024	6/30/2028		4.00	50,000,000	48,939,453	49,295,077	50,507,815
U.S. Treasuries	91282CHX2	U.S. Treasury Note	12/12/2023	8/31/2028		4.38	50,000,000	50,115,234	50,071,186	51,031,250
U.S. Treasuries	91282CHX2	U.S. Treasury Note	5/14/2025	8/31/2028		4.38	50,000,000	50,550,781	50,486,790	51,031,250
U.S. Treasuries	91282CJW2	U.S. Treasury Note	5/13/2025	1/31/2029		4.00	60,000,000	59,927,344	59,934,882	60,672,654
U.S. Treasuries	91282CJW2	U.S. Treasury Note	10/8/2024	1/31/2029		4.00	65,000,000	65,266,602	65,206,041	65,728,709
U.S. Treasuries	9128286B1	U.S. Treasury Note	4/11/2024	2/15/2029		2.63	50,000,000	45,710,938	47,013,883	48,373,045
U.S. Treasuries	91282CKD2	U.S. Treasury Note	4/8/2024	2/28/2029		4.25	50,000,000	49,773,438	49,842,027	50,976,565
U.S. Treasuries	91282CKD2	U.S. Treasury Note	5/13/2025	2/28/2029		4.25	75,000,000	75,568,359	75,510,581	76,464,848
U.S. Treasuries	91282CKP5	U.S. Treasury Note	10/24/2024	4/30/2029		4.63	50,000,000	51,171,875	50,928,830	51,615,235
U.S. Treasuries	91282CKP5	U.S. Treasury Note	12/20/2024	4/30/2029		4.63	51,000,000	51,448,242	51,367,998	52,647,540
U.S. Treasuries	91282CKT7	U.S. Treasury Note	10/23/2024	5/31/2029		4.50	50,000,000	51,039,063	50,827,047	51,425,780
U.S. Treasuries	91282CLC3	U.S. Treasury Note	10/1/2024	7/31/2029		4.00	50,000,000	51,046,875	50,830,260	50,541,000
U.S. Treasuries	91282CLC3	U.S. Treasury Note	10/24/2024	7/31/2029		4.00	50,000,000	49,888,672	49,901,541	50,541,000
U.S. Treasuries	91282CLC3	U.S. Treasury Note	10/7/2024	7/31/2029		4.00	65,000,000	65,563,672	65,448,565	65,703,300
U.S. Treasuries	91282CFJ5	U.S. Treasury Note	10/1/2024	8/31/2029		3.13	50,000,000	49,041,016	49,236,018	48,994,140
U.S. Treasuries	91282CFJ5	U.S. Treasury Note	10/3/2024	8/31/2029		3.13	65,000,000	63,664,453	63,934,840	63,692,382
U.S. Treasuries	91282CFJ3	U.S. Treasury Note	5/30/2025	10/31/2029		4.00	60,000,000	59,988,281	59,989,181	60,700,782
U.S. Treasuries	91282CLR0	U.S. Treasury Note	11/25/2024	10/31/2029		4.13	50,000,000	49,611,328	49,678,229	50,816,405
U.S. Treasuries	91282CGQ8	U.S. Treasury Note	4/10/2025	2/28/2030		4.00	50,000,000	49,927,734	49,934,779	50,601,565
U.S. Treasuries	91282CMZ1	U.S. Treasury Note	5/22/2025	4/30/2030		3.88	50,000,000	49,468,750	49,507,622	50,341,795
Subtotals						2.70	\$ 3,762,000,000	\$ 3,741,245,702	\$ 3,753,502,294	\$ 3,754,358,183
Federal Agencies	3133EPDL6	Federal Farm Credit Bank	3/15/2023	10/1/2025		4.85	50,000,000	50,000,000	50,000,000	50,001,000
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	24,000,000	23,923,440	23,998,010	24,010,320
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	25,000,000	24,985,500	24,999,623	25,010,750
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	35,000,000	34,972,350	34,999,281	35,015,050
Federal Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	50,000,000	49,972,000	49,999,272	50,021,500
Federal Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025		1.05	39,675,000	39,622,232	39,673,302	39,518,284
Federal Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025		1.05	55,000,000	54,923,000	54,997,523	54,782,750
Federal Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025		1.17	45,000,000	44,954,100	44,997,612	44,728,200
Federal Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025		1.17	50,000,000	49,949,000	49,997,347	49,698,000
Federal Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	15,000,000	14,954,700	14,996,321	14,994,750
Federal Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	20,000,000	19,939,600	19,995,095	19,993,000
Federal Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	25,000,000	24,923,750	24,993,808	24,991,250
Federal Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026		4.00	20,000,000	19,982,400	19,998,330	19,991,000
Federal Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026		4.00	30,000,000	29,977,200	29,997,836	29,986,500
Federal Agencies	3130AUTC8	Federal Home Loan Bank	2/9/2023	2/6/2026		4.01	21,100,000	20,985,427	21,086,582	21,097,679
Federal Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026		3.63	25,000,000	24,928,500	24,990,131	24,963,250
Federal Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026		3.63	30,000,000	29,905,500	29,986,956	29,955,900
Federal Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	25,000,000	24,953,500	24,993,848	25,035,500
Federal Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	28,000,000	27,954,080	27,993,925	28,039,760
Federal Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	50,000,000	49,918,000	49,989,151	50,071,000
Federal Agencies	3133ENJ35	Federal Farm Credit Bank	8/25/2022	2/25/2026		3.32	35,000,000	34,957,650	34,995,136	34,899,550
Federal Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,953,900	9,991,283	10,045,100
Federal Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,950,700	9,990,678	10,045,100
Federal Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,950,700	9,990,678	10,045,100
Federal Agencies	3130AXB31	Federal Home Loan Bank	4/5/2024	3/13/2026		4.88	25,000,000	25,053,750	25,012,392	25,112,750
Federal Agencies	3130AXB31	Federal Home Loan Bank	4/2/2024	3/13/2026		4.88	36,730,000	36,803,460	36,746,865	36,895,652

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3133EP5K7	Federal Farm Credit Bank	4/2/2024	3/13/2026		4.50	50,000,000	49,758,000	49,944,442	50,101,000
Federal Agencies	3133EMZ21	Federal Farm Credit Bank	8/9/2021	4/6/2026		0.69	15,500,000	15,458,150	15,495,399	15,247,195
Federal Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026		2.64	20,000,000	19,961,200	19,994,981	19,870,200
Federal Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026		2.64	30,000,000	29,941,800	29,992,471	29,805,300
Federal Agencies	313385VP8	Federal Home Loan Bank Discount	9/2/2025	4/15/2026		0.00	25,000,000	24,403,125	24,480,056	24,495,500
Federal Agencies	3130AVWS7	Federal Home Loan Bank	5/10/2023	6/12/2026		3.75	17,045,000	16,991,479	17,032,959	17,051,648
Federal Agencies	3130AVWS7	Federal Home Loan Bank	5/17/2023	6/12/2026		3.75	20,000,000	19,939,200	19,986,236	20,007,800
Federal Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026		4.00	10,000,000	9,934,300	9,984,925	10,018,500
Federal Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026		4.00	15,000,000	14,899,350	14,976,906	15,027,750
Federal Agencies	3130AWLZ1	Federal Home Loan Bank	7/10/2023	6/12/2026		4.75	50,000,000	49,856,000	49,965,753	50,343,000
Federal Agencies	3130B1BT3	Federal Home Loan Bank	6/18/2024	6/12/2026		4.88	13,485,000	13,505,093	13,492,049	13,580,878
Federal Agencies	3133ERHD6	Federal Farm Credit Bank	6/18/2024	6/12/2026		4.88	20,000,000	20,030,400	20,010,665	20,165,200
Federal Agencies	3133ERHD6	Federal Farm Credit Bank	6/18/2024	6/12/2026		4.88	32,000,000	32,051,200	32,017,962	32,264,320
Federal Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	20,000,000	19,969,200	19,992,778	20,073,400
Federal Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	24,700,000	24,640,226	24,685,984	24,790,649
Federal Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	30,000,000	29,951,400	29,988,604	30,110,100
Federal Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	25,000,000	24,986,750	24,996,796	25,099,750
Federal Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	25,000,000	24,986,750	24,996,796	25,099,750
Federal Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	50,000,000	49,973,500	49,993,593	50,199,500
Federal Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	10,000,000	9,991,700	9,997,752	10,081,900
Federal Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	19,000,000	18,984,800	18,995,884	19,155,610
Federal Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	21,000,000	20,982,780	20,995,337	21,171,990
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	24,479,250
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	24,479,250
Federal Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	24,479,250
Federal Agencies	3130ANNM2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	24,460,750
Federal Agencies	3130ANNM2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	24,460,750
Federal Agencies	3130ANNM2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	24,460,750
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	3,000,000	2,991,930	2,997,573	3,033,150
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	9,615,000	9,589,136	9,607,220	9,721,246
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	16,000,000	15,956,960	15,987,054	16,176,800
Federal Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	25,000,000	24,936,750	24,980,975	25,276,250
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	24,435,250
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	24,435,250
Federal Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	24,435,250
Federal Agencies	3133EPSW6	Federal Farm Credit Bank	8/14/2023	8/14/2026		4.50	50,000,000	49,885,000	49,966,738	50,269,500
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	24,401,500
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	24,401,500
Federal Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	24,401,500
Federal Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	19,000,000	18,974,730	18,988,154	18,978,150
Federal Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	25,000,000	24,966,750	24,984,413	24,971,250
Federal Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	25,900,000	25,865,553	25,883,851	25,870,215
Federal Agencies	3130B2PJ8	Federal Home Loan Bank	9/13/2024	9/4/2026		3.63	50,000,000	49,933,500	49,968,825	49,942,500
Federal Agencies	3133EM4X7	Federal Farm Credit Bank	12/12/2023	9/10/2026		0.80	28,975,000	26,174,277	28,014,433	28,194,414
Federal Agencies	3130AXCP1	Federal Home Loan Bank	10/18/2023	9/11/2026		4.88	11,895,000	11,821,965	11,871,207	12,020,492
Federal Agencies	3130B3A29	Federal Home Loan Bank	10/11/2024	10/9/2026		4.00	15,000,000	14,996,850	14,998,386	15,050,100

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3130B3A29	Federal Home Loan Bank	10/11/2024	10/9/2026		4.00	25,000,000	24,994,750	24,997,310	25,083,500
Federal Agencies	3130B3A29	Federal Home Loan Bank	10/11/2024	10/9/2026		4.00	25,000,000	24,994,750	24,997,310	25,083,500
Federal Agencies	3130B3A29	Federal Home Loan Bank	10/11/2024	10/9/2026		4.00	50,000,000	49,989,500	49,994,620	50,167,000
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	24,407,750
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	24,407,750
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	24,407,750
Federal Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	24,407,750
Federal Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026		4.88	14,000,000	13,904,940	13,966,694	14,160,020
Federal Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026		4.88	30,000,000	29,834,100	29,941,874	30,342,900
Federal Agencies	3133ETJS7	Federal Farm Credit Bank	5/29/2025	11/10/2026		4.00	12,600,000	12,581,352	12,585,750	12,626,838
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,414,250
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,414,250
Federal Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	24,414,250
Federal Agencies	3130AXU63	Federal Home Loan Bank	11/17/2023	11/17/2026		4.63	50,000,000	49,911,500	49,966,732	50,540,500
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,387,500
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,387,500
Federal Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	24,387,500
Federal Agencies	3133ERWR8	Federal Farm Credit Bank	10/8/2024	1/7/2027		3.50	12,500,000	12,373,750	12,428,802	12,460,375
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	12,000,000	11,973,000	11,988,247	12,073,800
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	25,000,000	24,943,750	24,975,514	25,153,750
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	29,350,000	29,283,963	29,321,254	29,530,503
Federal Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	50,000,000	49,887,500	49,951,028	50,307,500
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	5,000,000	4,992,850	4,996,862	5,023,650
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	10,000,000	9,986,600	9,994,119	10,047,300
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	25,000,000	24,968,500	24,986,176	25,118,250
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	35,000,000	34,955,900	34,980,646	35,165,550
Federal Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	50,000,000	49,933,000	49,970,596	50,236,500
Federal Agencies	3133ER4A6	Federal Farm Credit Bank	2/18/2025	2/18/2027		4.25	2,000,000	1,997,860	1,998,520	2,013,240
Federal Agencies	3133ER4A6	Federal Farm Credit Bank	2/18/2025	2/18/2027		4.25	25,000,000	24,974,250	24,982,187	25,165,500
Federal Agencies	3133ER4A6	Federal Farm Credit Bank	2/18/2025	2/18/2027		4.25	30,000,000	29,967,600	29,977,586	30,198,600
Federal Agencies	3133ERD24	Federal Farm Credit Bank	11/18/2024	2/18/2027		4.25	30,000,000	29,983,500	29,989,863	30,198,600
Federal Agencies	3133ETUE5	Federal Farm Credit Bank	8/22/2025	2/22/2027		3.75	15,000,000	14,980,050	14,981,504	15,009,300
Federal Agencies	3133ETUE5	Federal Farm Credit Bank	8/22/2025	2/22/2027		3.75	25,000,000	24,967,500	24,969,868	25,015,500
Federal Agencies	3133ETUE5	Federal Farm Credit Bank	8/22/2025	2/22/2027		3.75	35,000,000	34,950,650	34,954,246	35,021,700
Federal Agencies	3133ETUE5	Federal Farm Credit Bank	8/22/2025	2/22/2027		3.75	40,000,000	39,946,800	39,950,676	40,024,800
Federal Agencies	3133ETJF5	Federal Farm Credit Bank	5/23/2025	2/23/2027		4.00	10,000,000	9,993,800	9,995,067	10,021,200
Federal Agencies	3133ETJF5	Federal Farm Credit Bank	5/23/2025	2/23/2027		4.00	45,000,000	44,972,100	44,977,802	45,095,400
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,519,750
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,519,750
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,519,750
Federal Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	24,519,750
Federal Agencies	3133ENRD4	Federal Farm Credit Bank	3/16/2022	3/10/2027		1.68	48,573,000	47,432,020	48,243,871	47,203,241
Federal Agencies	3133EP6K6	Federal Farm Credit Bank	4/2/2024	3/26/2027		4.50	50,000,000	49,910,000	49,955,248	50,571,500
Federal Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	22,500,000	22,392,338	22,467,495	22,106,700
Federal Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	24,500,000	24,377,010	24,462,867	24,071,740
Federal Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	25,000,000	24,804,000	24,940,824	24,563,000
Federal Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	17,000,000	16,955,120	16,977,211	17,269,620
Federal Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	20,000,000	19,947,200	19,973,189	20,317,200

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	40,000,000	39,894,400	39,946,379	40,634,400
Federal Agencies	3130B0TY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	48,000,000	47,873,280	47,935,655	48,761,280
Federal Agencies	3133ERDS7	Federal Farm Credit Bank	5/13/2024	5/6/2027		4.75	12,727,000	12,740,236	12,734,080	12,930,887
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	4,650,000	4,646,792	4,648,841	4,680,225
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	5,000,000	4,996,550	4,998,754	5,032,500
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	21,000,000	20,987,001	20,995,305	21,136,500
Federal Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	25,000,000	24,982,750	24,993,770	25,162,500
Federal Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027		4.00	31,000,000	30,905,760	30,954,958	31,141,050
Federal Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027		4.00	58,850,000	58,662,269	58,760,274	59,117,768
Federal Agencies	3130B6R24	Federal Home Loan Bank	6/13/2025	6/4/2027		3.88	10,000,000	9,986,700	9,988,729	10,037,800
Federal Agencies	3130B6R24	Federal Home Loan Bank	6/13/2025	6/4/2027		3.88	13,000,000	12,982,710	12,985,348	13,049,140
Federal Agencies	3130B6R24	Federal Home Loan Bank	6/13/2025	6/4/2027		3.88	16,500,000	16,478,055	16,481,403	16,562,370
Federal Agencies	3130B6R24	Federal Home Loan Bank	6/13/2025	6/4/2027		3.88	20,000,000	19,973,400	19,977,458	20,075,600
Federal Agencies	3130B6R24	Federal Home Loan Bank	6/13/2025	6/4/2027		3.88	36,000,000	35,952,120	35,959,425	36,136,080
Federal Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027		3.50	10,000,000	10,141,500	10,048,908	9,956,300
Federal Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027		3.50	12,375,000	12,552,829	12,436,464	12,320,921
Federal Agencies	3130ASGU7	Federal Home Loan Bank	7/20/2022	6/11/2027		3.50	21,725,000	22,016,550	21,825,827	21,630,062
Federal Agencies	3130AX4E5	Federal Home Loan Bank	5/13/2024	6/11/2027		4.50	11,000,000	10,937,190	10,965,466	11,147,873
Federal Agencies	3130B1EF0	Federal Home Loan Bank	7/10/2024	6/11/2027		4.63	20,700,000	20,795,634	20,755,443	21,020,436
Federal Agencies	3133EPMV4	Federal Farm Credit Bank	6/15/2023	6/15/2027		4.13	28,940,000	28,911,928	28,928,049	29,135,056
Federal Agencies	3133ENZK9	Federal Farm Credit Bank	7/7/2022	6/28/2027		3.24	27,865,000	28,099,066	27,946,801	27,643,473
Federal Agencies	3133ERJZ5	Federal Farm Credit Bank	6/28/2024	6/28/2027		4.50	30,000,000	29,985,840	29,991,788	30,394,200
Federal Agencies	3133ERV9R	Federal Farm Credit Bank	9/30/2024	7/1/2027		3.50	55,000,000	54,925,200	54,952,468	54,800,900
Federal Agencies	3133ERKM2	Federal Farm Credit Bank	7/9/2024	7/8/2027		4.50	25,000,000	25,033,250	25,019,604	25,333,250
Federal Agencies	3133ERKM2	Federal Farm Credit Bank	7/10/2024	7/8/2027		4.50	25,000,000	25,025,500	25,015,048	25,333,250
Federal Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027		4.25	10,000,000	9,996,500	9,997,890	10,092,700
Federal Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027		4.25	15,000,000	14,994,750	14,996,836	15,139,050
Federal Agencies	3133ETXS6	Federal Farm Credit Bank	8/11/2025	8/11/2027		3.63	5,000,000	4,989,950	4,990,652	4,991,650
Federal Agencies	3133ETXS6	Federal Farm Credit Bank	8/11/2025	8/11/2027		3.63	5,000,000	4,989,750	4,990,466	4,991,650
Federal Agencies	3133ETXS6	Federal Farm Credit Bank	8/11/2025	8/11/2027		3.63	7,000,000	6,985,930	6,986,913	6,988,310
Federal Agencies	3133EPBM6	Federal Farm Credit Bank	2/23/2023	8/23/2027		4.13	10,000,000	9,974,000	9,989,058	10,073,700
Federal Agencies	3133ERXJ5	Federal Farm Credit Bank	10/15/2024	10/15/2027		3.88	5,000,000	4,997,250	4,998,132	5,015,050
Federal Agencies	3133ERXJ5	Federal Farm Credit Bank	10/15/2024	10/15/2027		3.88	8,000,000	7,996,160	7,997,391	8,024,080
Federal Agencies	3133ERZ23	Federal Farm Credit Bank	2/4/2025	11/3/2027		4.25	5,000,000	4,999,350	4,999,505	5,052,700
Federal Agencies	3133ERZ23	Federal Farm Credit Bank	2/4/2025	11/3/2027		4.25	41,880,000	41,877,738	41,878,278	42,321,415
Federal Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027		4.63	27,950,000	27,834,008	27,888,471	28,461,206
Federal Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027		4.63	33,300,000	33,161,472	33,226,517	33,909,057
Federal Agencies	3133ERJ51	Federal Farm Credit Bank	12/17/2024	12/10/2027		4.13	21,000,000	20,936,790	20,953,522	21,136,080
Federal Agencies	3133ERJ51	Federal Farm Credit Bank	12/17/2024	12/10/2027		4.13	25,505,000	25,428,485	25,448,739	25,670,272
Federal Agencies	3133ERJ51	Federal Farm Credit Bank	12/17/2024	12/10/2027		4.13	33,000,000	32,893,080	32,921,382	33,213,840
Federal Agencies	3133ERJ51	Federal Farm Credit Bank	12/17/2024	12/10/2027		4.13	38,343,000	38,227,588	38,258,138	38,591,463
Federal Agencies	3133ERT84	Federal Farm Credit Bank	1/14/2025	1/14/2028		4.25	29,750,000	29,575,963	29,617,286	30,037,385
Federal Agencies	3133ERZ46	Federal Farm Credit Bank	1/31/2025	1/28/2028		4.25	47,000,000	46,976,030	46,981,364	47,561,650
Federal Agencies	3133ERZ46	Federal Farm Credit Bank	1/31/2025	1/28/2028		4.25	50,000,000	49,974,500	49,980,174	50,597,500
Federal Agencies	3136GAAR0	Fannie Mae	2/14/2025	2/7/2028		4.69	25,000,000	25,000,000	25,000,000	24,977,250
Federal Agencies	3136GAAR0	Fannie Mae	2/14/2025	2/7/2028		4.69	25,000,000	25,000,000	25,000,000	24,977,250
Federal Agencies	3136GAAR0	Fannie Mae	2/14/2025	2/7/2028		4.69	25,000,000	25,000,000	25,000,000	24,977,250
Federal Agencies	3136GAAR0	Fannie Mae	2/14/2025	2/7/2028		4.69	25,000,000	25,000,000	25,000,000	24,977,250
Federal Agencies	3136GAAR0	Fannie Mae	2/14/2025	2/7/2028		4.69	50,000,000	50,000,000	50,000,000	49,954,500
Federal Agencies	3133EP5S0	Federal Farm Credit Bank	4/9/2024	3/20/2028		4.25	4,971,000	4,916,667	4,937,028	5,032,889

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
				Date					Book Value	
Federal Agencies	3133ETJZ1	Federal Farm Credit Bank	6/11/2025	6/5/2028		3.88	7,370,000	7,342,584	7,345,401	7,403,018
Federal Agencies	3133ETJZ1	Federal Farm Credit Bank	6/5/2025	6/5/2028		3.88	25,000,000	24,957,250	24,961,853	25,112,000
Federal Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028		4.50	14,934,000	14,962,076	14,953,081	15,258,815
Federal Agencies	3133ERGL9	Federal Farm Credit Bank	6/7/2024	6/7/2028		4.50	15,000,000	14,994,600	14,996,378	15,326,250
Federal Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028		4.50	20,000,000	20,037,600	20,025,553	20,435,000
Federal Agencies	3130AWC24	Federal Home Loan Bank	5/14/2025	6/9/2028		4.00	10,000,000	9,996,600	9,997,024	10,075,910
Federal Agencies	3130B6MU7	Federal Home Loan Bank	6/10/2025	6/15/2028		4.59	25,000,000	25,000,000	25,000,000	24,999,250
Federal Agencies	3130B6MU7	Federal Home Loan Bank	6/10/2025	6/15/2028		4.59	25,000,000	25,000,000	25,000,000	24,999,250
Federal Agencies	3130B6MU7	Federal Home Loan Bank	6/10/2025	6/15/2028		4.59	25,000,000	25,000,000	25,000,000	24,999,250
Federal Agencies	3130B6MU7	Federal Home Loan Bank	6/10/2025	6/15/2028		4.59	50,000,000	50,000,000	50,000,000	49,998,500
Federal Agencies	3133ETNU7	Federal Farm Credit Bank	7/7/2025	7/3/2028		3.75	22,500,000	22,424,175	22,430,147	22,551,300
Federal Agencies	3133ETNU7	Federal Farm Credit Bank	7/8/2025	7/3/2028		3.75	25,000,000	24,904,000	24,911,479	25,057,000
Federal Agencies	3133ETNU7	Federal Farm Credit Bank	7/7/2025	7/3/2028		3.75	50,000,000	49,829,500	49,842,928	50,114,000
Federal Agencies	3133EPSK2	Federal Farm Credit Bank	8/7/2023	8/7/2028		4.25	19,500,000	19,412,250	19,450,001	19,777,485
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	10,000,000	9,979,100	9,987,851	10,214,100
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	15,000,000	14,962,800	14,978,376	15,321,150
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	25,000,000	24,943,500	24,967,158	25,535,250
Federal Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	33,000,000	32,904,960	32,944,755	33,706,530
Federal Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028		4.25	5,000,000	4,972,100	4,980,348	5,075,750
Federal Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028		4.25	38,000,000	37,785,300	37,848,774	38,575,700
Federal Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	12,000,000	11,984,040	11,990,050	12,313,920
Federal Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	20,000,000	19,971,600	19,982,295	20,523,200
Federal Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	55,000,000	54,922,285	54,951,550	56,438,800
Federal Agencies	3130B3GD9	Federal Home Loan Bank	10/28/2024	11/27/2028		4.00	47,025,000	46,940,355	46,959,543	47,398,379
Federal Agencies	3130AVBD3	Federal Home Loan Bank	4/9/2024	3/9/2029		4.50	25,000,000	25,018,750	25,013,109	25,590,750
Federal Agencies	3133EP5U5	Federal Farm Credit Bank	4/8/2024	3/20/2029		4.13	51,660,000	51,008,309	51,203,420	52,541,836
Federal Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	27,892,000	28,191,755	28,107,501	28,864,036
Federal Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	30,000,000	30,317,400	30,228,186	31,045,500
Federal Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	63,085,000	63,763,795	63,573,000	65,283,512
Federal Agencies	3130B1BC0	Federal Home Loan Bank	7/31/2025	6/8/2029		4.63	9,705,000	9,943,355	9,932,859	10,007,505
Federal Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,975,865	10,183,940
Federal Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,975,865	10,183,940
Federal Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,975,865	10,183,940
Federal Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	20,000,000	19,935,200	19,951,731	20,367,880
Federal Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	29,000,000	28,923,730	28,943,187	29,533,426
Federal Agencies	3130B2XR1	Federal Home Loan Bank	10/2/2024	7/2/2029		4.01	25,000,000	25,000,000	25,000,000	24,829,250
Federal Agencies	3130B2XR1	Federal Home Loan Bank	10/2/2024	7/2/2029		4.01	25,000,000	25,000,000	25,000,000	24,829,250
Federal Agencies	3130B2XR1	Federal Home Loan Bank	10/2/2024	7/2/2029		4.01	65,000,000	65,000,000	65,000,000	64,556,050
Federal Agencies	3133ERKX8	Federal Farm Credit Bank	7/12/2024	7/12/2029		4.25	20,000,000	19,989,200	19,991,838	20,321,600
Federal Agencies	3130ATHX8	Federal Home Loan Bank	9/27/2024	9/14/2029		4.13	15,000,000	15,392,700	15,312,774	15,220,440
Federal Agencies	3130ATHX8	Federal Home Loan Bank	10/29/2024	9/14/2029		4.13	15,000,000	15,048,300	15,039,161	15,220,440
Federal Agencies	3130ATHX8	Federal Home Loan Bank	10/29/2024	9/14/2029		4.13	15,000,000	15,043,200	15,035,026	15,220,440
Federal Agencies	3130ATHX8	Federal Home Loan Bank	8/11/2025	9/14/2029		4.13	17,000,000	17,204,170	17,197,205	17,249,832
Federal Agencies	3130ATHX8	Federal Home Loan Bank	10/29/2024	9/14/2029		4.13	25,590,000	25,663,699	25,649,754	25,966,071
Federal Agencies	3133ETKN6	Federal Farm Credit Bank	6/9/2025	10/9/2029		4.00	10,000,000	9,987,500	9,988,400	10,100,000
Federal Agencies	3133ETKN6	Federal Farm Credit Bank	6/9/2025	10/9/2029		4.00	15,000,000	14,981,250	14,982,600	15,150,000
Federal Agencies	3136GAFL8	Fannie Mae	4/15/2025	10/15/2029		4.71	25,000,000	25,000,000	25,000,000	24,926,500
Federal Agencies	3136GAFL8	Fannie Mae	4/15/2025	10/15/2029		4.71	25,000,000	25,000,000	25,000,000	24,926,500
Federal Agencies	3136GAFL8	Fannie Mae	4/15/2025	10/15/2029		4.71	25,000,000	25,000,000	25,000,000	24,926,500
Federal Agencies	3136GAFL8	Fannie Mae	4/15/2025	10/15/2029		4.71	25,000,000	25,000,000	25,000,000	24,926,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Federal Agencies	3136GAFL8	Fannie Mae	4/15/2025	10/15/2029		4.71	50,000,000	50,000,000	50,000,000	49,853,000
Federal Agencies	3133ETJV0	Federal Farm Credit Bank	5/30/2025	11/30/2029		4.00	15,000,000	14,945,400	14,949,516	15,115,500
Federal Agencies	3133ETJV0	Federal Farm Credit Bank	5/30/2025	11/30/2029		4.00	23,000,000	22,922,030	22,927,907	23,177,100
Federal Agencies	3133ER4H1	Federal Farm Credit Bank	3/25/2025	1/18/2030		4.50	12,815,000	13,022,219	12,999,848	13,149,343
Federal Agencies	3133ER4H1	Federal Farm Credit Bank	3/25/2025	1/18/2030		4.50	18,000,000	18,289,620	18,258,354	18,469,620
Federal Agencies	3133ETME4	Federal Farm Credit Bank	6/23/2025	1/23/2030		4.00	5,000,000	4,989,550	4,990,174	5,050,400
Federal Agencies	3133ETME4	Federal Farm Credit Bank	6/23/2025	1/23/2030		4.00	14,450,000	14,418,788	14,420,651	14,595,656
Federal Agencies	3133ETME4	Federal Farm Credit Bank	6/23/2025	1/23/2030		4.00	25,000,000	24,946,000	24,949,224	25,252,000
Federal Agencies	3133ER7L9	Federal Farm Credit Bank	4/10/2025	3/18/2030		4.00	8,695,000	8,671,610	8,673,868	8,749,518
Federal Agencies	3133ETBF3	Federal Farm Credit Bank	4/9/2025	4/1/2030		4.00	15,000,000	14,993,700	14,994,306	15,137,400
Federal Agencies	3133ETBF3	Federal Farm Credit Bank	4/9/2025	4/1/2030		4.00	32,260,000	32,243,870	32,245,423	32,555,502
Federal Agencies	3133ETBF3	Federal Farm Credit Bank	4/10/2025	4/1/2030		4.00	43,020,000	42,904,276	42,915,358	43,414,063
Federal Agencies	3133ETBF3	Federal Farm Credit Bank	4/9/2025	4/1/2030		4.00	46,750,000	46,732,703	46,734,368	47,178,230
Federal Agencies	3133ETBF3	Federal Farm Credit Bank	4/15/2025	4/1/2030		4.00	50,000,000	49,527,500	49,571,569	50,458,000
Federal Agencies	3133ETKQ9	Federal Farm Credit Bank	7/9/2025	6/10/2030		4.00	9,750,000	9,746,100	9,746,282	9,853,448
Federal Agencies	3133ETKQ9	Federal Farm Credit Bank	6/10/2025	6/10/2030		4.00	10,000,000	9,974,000	9,975,609	10,106,100
Federal Agencies	3133ETKQ9	Federal Farm Credit Bank	7/9/2025	6/10/2030		4.00	15,000,000	14,998,650	14,998,713	15,159,150
Federal Agencies	3133ETKQ9	Federal Farm Credit Bank	6/10/2025	6/10/2030		4.00	20,000,000	19,945,000	19,948,404	20,212,200
Federal Agencies	3133ETKQ9	Federal Farm Credit Bank	6/23/2025	6/10/2030		4.00	25,000,000	24,965,000	24,966,931	25,265,250
Federal Agencies	3130AWGS3	Federal Home Loan Bank	7/9/2025	6/14/2030		4.13	12,515,000	12,579,452	12,576,446	12,698,094
Federal Agencies	3130AWGS3	Federal Home Loan Bank	6/23/2025	6/14/2030		4.13	16,000,000	16,063,200	16,059,722	16,234,080
Federal Agencies	3133ETLM7	Federal Farm Credit Bank	7/8/2025	6/17/2030		4.00	10,070,000	10,077,855	10,077,485	10,163,681
Federal Agencies	3133ETLM7	Federal Farm Credit Bank	7/8/2025	6/17/2030		4.00	15,000,000	15,012,900	15,012,293	15,139,545
Federal Agencies	3133ETLM7	Federal Farm Credit Bank	7/9/2025	6/17/2030		4.00	16,944,000	16,937,222	16,937,538	17,101,630
Federal Agencies	3133ETLM7	Federal Farm Credit Bank	7/8/2025	6/17/2030		4.00	41,000,000	41,035,260	41,033,600	41,381,423
Federal Agencies	3133ETPF8	Federal Farm Credit Bank	7/14/2025	7/8/2030		3.75	20,000,000	19,776,200	19,785,914	20,038,400
Federal Agencies	3136GATQ2	Fannie Mae	9/30/2025	9/30/2030		4.03	25,000,000	25,000,000	25,000,000	24,972,250
Federal Agencies	3136GATQ2	Fannie Mae	9/30/2025	9/30/2030		4.03	25,000,000	25,000,000	25,000,000	24,972,250
Federal Agencies	3136GATQ2	Fannie Mae	9/30/2025	9/30/2030		4.03	25,000,000	25,000,000	25,000,000	24,972,250
Federal Agencies	3136GATQ2	Fannie Mae	9/30/2025	9/30/2030		4.03	50,000,000	50,000,000	50,000,000	49,944,500
Subtotals						3.74	\$ 6,467,204,000	\$ 6,457,218,105	\$ 6,463,135,082	\$ 6,479,872,222
Public Time Deposits	PPGQE6C86	Five Star Bank	5/21/2025	11/17/2025		4.29	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000
Public Time Deposits	PPGUALS16	Bank of San Francisco	6/11/2025	12/8/2025		4.31	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPGQEWEX2	Bridge Bank NA	6/16/2025	12/15/2025		4.34	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPGZ3O8Q4	Bank of San Francisco	7/7/2025	1/5/2026		4.33	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPGUCT9Z3	Bridge Bank NA	7/14/2025	1/12/2026		4.33	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals						4.32	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000
Negotiable CDs	06367DMX0	Bank of Montreal/CHI	11/19/2024	10/24/2025		4.57	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,009,500
Negotiable CDs	06367DPW9	Bank of Montreal/CHI	3/21/2025	10/24/2025		4.35	50,000,000	50,000,000	50,000,000	50,004,000
Negotiable CDs	13606DCE0	Canadian Imperial Bank/NY	11/20/2024	10/24/2025		4.55	50,000,000	50,000,000	50,000,000	50,008,500
Negotiable CDs	89115DPK6	Toronto Dominion Bank/NY	2/7/2025	10/24/2025		4.49	100,000,000	100,000,000	100,000,000	100,015,000
Negotiable CDs	89115DWK8	Toronto Dominion Bank/NY	3/21/2025	11/5/2025		4.35	50,000,000	50,000,000	50,000,000	50,005,500
Negotiable CDs	78015J3U9	Royal Bank of Canada/NY	11/20/2024	11/19/2025		4.56	50,000,000	50,000,000	50,000,000	50,020,500
Negotiable CDs	78015J3L9	Royal Bank of Canada/NY	11/20/2024	11/20/2025		4.51	60,000,000	60,000,000	60,000,000	60,021,000
Negotiable CDs	96130AZR2	Westpac Banking Corp/NY	4/14/2025	12/3/2025		4.35	100,000,000	100,000,000	100,000,000	100,023,000
Negotiable CDs	13606DHE5	Canadian Imperial Bank/NY	3/31/2025	12/15/2025		4.34	75,000,000	75,000,000	75,000,000	75,024,000
Negotiable CDs	89115DXB7	Toronto Dominion Bank/NY	3/31/2025	12/15/2025		4.34	60,000,000	60,000,000	60,000,000	60,017,400
Negotiable CDs	89115DXF8	Toronto Dominion Bank/NY	3/31/2025	12/29/2025		4.34	65,000,000	65,000,000	65,000,000	65,022,750
Negotiable CDs	06367DQK4	Bank of Montreal/CHI	5/7/2025	1/12/2026		4.32	50,000,000	50,000,000	50,000,000	50,020,500

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	89115DQT6	Toronto Dominion Bank/NY	2/13/2025	1/12/2026		4.54	100,000,000	100,000,000	100,000,000	100,097,000
Negotiable CDs	13606DKH4	Canadian Imperial Bank/NY	5/6/2025	1/20/2026		4.33	60,000,000	60,000,000	60,000,000	60,024,000
Negotiable CDs	13606DGY2	Canadian Imperial Bank/NY	3/25/2025	1/22/2026		4.36	60,000,000	60,000,000	60,000,000	60,045,600
Negotiable CDs	13606DGZ9	Canadian Imperial Bank/NY	3/25/2025	1/28/2026		4.36	80,000,000	80,000,000	80,000,000	80,061,600
Negotiable CDs	89115DWT9	Toronto Dominion Bank/NY	3/25/2025	1/28/2026		4.36	50,000,000	50,000,000	50,000,000	50,052,000
Negotiable CDs	06367DQ32	Bank of Montreal/CHI	3/31/2025	2/9/2026		4.33	75,000,000	75,000,000	75,000,000	75,072,750
Negotiable CDs	13606DHF2	Canadian Imperial Bank/NY	3/31/2025	2/9/2026		4.33	50,000,000	50,000,000	50,000,000	50,022,000
Negotiable CDs	06367DQP3	Bank of Montreal/CHI	5/14/2025	2/11/2026		4.43	70,000,000	70,000,000	70,000,000	70,068,600
Negotiable CDs	78015JG84	Royal Bank of Canada/NY	5/16/2025	2/23/2026		4.33	60,000,000	60,000,000	60,000,000	60,063,600
Negotiable CDs	78015JGQ4	Royal Bank of Canada/NY	5/29/2025	3/6/2026		4.38	50,000,000	50,000,000	50,000,000	50,069,500
Negotiable CDs	89115DEG7	Toronto Dominion Bank/NY	5/29/2025	3/11/2026		4.41	50,000,000	50,000,000	50,000,000	50,072,500
Negotiable CDs	78015JJ81	Royal Bank of Canada/NY	6/25/2025	3/16/2026		4.29	100,000,000	100,000,000	100,000,000	100,109,000
Negotiable CDs	89115DHC3	Toronto Dominion Bank/NY	6/20/2025	3/16/2026		4.40	60,000,000	60,000,000	60,000,000	60,091,800
Negotiable CDs	96130AA24	Westpac Banking Corp/NY	5/20/2025	3/16/2026		4.35	100,000,000	100,000,000	100,000,000	100,095,000
Negotiable CDs	96130AA65	Westpac Banking Corp/NY	5/28/2025	3/23/2026		4.38	140,000,000	140,000,000	140,000,000	140,154,000
Negotiable CDs	06367DRH0	Bank of Montreal/CHI	6/25/2025	3/24/2026		4.33	50,000,000	50,000,000	50,000,000	50,059,500
Negotiable CDs	06367DRJ6	Bank of Montreal/CHI	6/25/2025	3/25/2026		4.33	50,000,000	50,000,000	50,000,000	50,060,500
Negotiable CDs	78015JJQ1	Royal Bank of Canada/NY	7/9/2025	4/7/2026		4.33	50,000,000	50,000,000	50,000,000	50,077,000
Negotiable CDs	06418NEJ3	Bank of Nova Scotia/HOU	8/21/2025	4/20/2026		4.20	125,000,000	125,000,000	125,000,000	125,102,500
Negotiable CDs	06418NJK9	Bank of Nova Scotia/HOU	9/3/2025	4/23/2026		4.11	100,000,000	100,000,000	100,000,000	100,070,000
Negotiable CDs	78015JMC8	Royal Bank of Canada/NY	8/21/2025	4/23/2026		4.18	100,000,000	100,000,000	100,000,000	100,062,000
Negotiable CDs	96130AZZ4	Westpac Banking Corp/NY	5/15/2025	5/4/2026		4.35	125,000,000	125,000,000	125,000,000	125,182,500
Negotiable CDs	06367DRZ0	Bank of Montreal/CHI	8/5/2025	6/1/2026		4.17	100,000,000	100,000,000	100,000,000	100,107,000
Negotiable CDs	06367DSQ9	Bank of Montreal/CHI	9/9/2025	6/9/2026		4.00	46,000,000	46,000,000	46,000,000	46,012,880
Negotiable CDs	06367DS97	Bank of Montreal/CHI	8/18/2025	6/15/2026		4.20	100,000,000	100,000,000	100,000,000	100,143,000
Negotiable CDs	06367DSR7	Bank of Montreal/CHI	9/9/2025	6/15/2026		4.00	54,000,000	54,000,000	54,000,000	54,017,280
Negotiable CDs	96130AC22	Westpac Banking Corp/NY	6/20/2025	6/15/2026		4.32	100,000,000	100,000,000	100,000,000	100,179,000
Negotiable CDs	06367DSV8	Bank of Montreal/CHI	9/24/2025	6/17/2026		3.98	55,000,000	55,000,000	55,000,000	55,001,100
Negotiable CDs	06418NHV7	Bank of Nova Scotia/HOU	7/24/2025	7/1/2026		4.27	100,000,000	100,000,000	100,000,000	100,213,000
Negotiable CDs	78015JL88	Royal Bank of Canada/NY	8/14/2025	7/1/2026		4.06	100,000,000	100,000,000	100,000,000	100,067,000
Subtotals						4.31	\$ 3,120,000,000	\$ 3,120,000,000	\$ 3,120,000,000	\$ 3,122,644,860
Commercial Paper	14912DX12	Caterpillar Financial Svcs	9/22/2025	10/1/2025		0.00	\$ 100,000,000	\$ 99,897,250	\$ 100,000,000	\$ 99,988,564
Commercial Paper	62479LX67	MUFG Bank Ltd/NY	4/1/2025	10/6/2025		0.00	25,000,000	24,445,139	24,985,243	24,980,075
Commercial Paper	14912DX87	Caterpillar Financial Svcs	9/29/2025	10/8/2025		0.00	100,000,000	99,897,500	99,920,278	99,897,700
Commercial Paper	89233GX84	Toyota Motor Credit	1/27/2025	10/8/2025		0.00	60,000,000	58,179,667	59,949,833	59,938,620
Commercial Paper	62479LXF7	MUFG Bank Ltd/NY	4/1/2025	10/15/2025		0.00	11,000,000	10,744,776	10,981,862	10,980,024
Commercial Paper	14912DXL8	Caterpillar Financial Svcs	9/29/2025	10/20/2025		0.00	30,450,000	30,377,174	30,384,110	30,376,981
Commercial Paper	62479LXL4	MUFG Bank Ltd/NY	4/1/2025	10/20/2025		0.00	15,000,000	14,643,133	14,966,433	14,964,315
Commercial Paper	62479LXN0	MUFG Bank Ltd/NY	4/1/2025	10/22/2025		0.00	55,000,000	53,678,533	54,863,967	54,856,780
Commercial Paper	89233GXP6	Toyota Motor Credit	2/12/2025	10/23/2025		0.00	75,000,000	72,665,021	74,796,958	74,794,425
Commercial Paper	89233GXQ4	Toyota Motor Credit	1/29/2025	10/24/2025		0.00	50,000,000	48,388,278	49,861,681	49,857,150
Commercial Paper	62479LXV2	MUFG Bank Ltd/NY	8/22/2025	10/29/2025		0.00	15,000,000	14,878,450	14,949,950	14,949,165
Commercial Paper	62479LY33	MUFG Bank Ltd/NY	4/28/2025	11/3/2025		0.00	10,000,000	9,772,150	9,960,217	9,960,420
Commercial Paper	62479LY74	MUFG Bank Ltd/NY	4/28/2025	11/7/2025		0.00	11,000,000	10,744,650	10,951,047	10,951,457
Commercial Paper	62479LYH2	MUFG Bank Ltd/NY	4/28/2025	11/17/2025		0.00	38,000,000	37,076,463	37,786,176	37,788,834
Commercial Paper	62479LYM1	MUFG Bank Ltd/NY	4/28/2025	11/21/2025		0.00	26,000,000	25,355,655	25,841,248	25,843,610
Commercial Paper	62479LYS8	MUFG Bank Ltd/NY	4/28/2025	11/26/2025		0.00	15,000,000	14,620,167	14,899,667	14,901,150
Commercial Paper	89233GZ17	Toyota Motor Credit	3/24/2025	12/1/2025		0.00	125,000,000	121,333,750	124,112,535	124,109,625
Commercial Paper	89116EZ55	Toronto Dominion Bank	5/7/2025	12/5/2025		0.00	11,000,000	10,724,694	10,915,590	10,916,345

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Commercial Paper	89116EZF3	Toronto Dominion Bank	5/7/2025	12/15/2025		0.00	25,000,000	24,346,333	24,779,167	24,781,925
Commercial Paper	89233GZF6	Toyota Motor Credit	3/25/2025	12/15/2025		0.00	75,000,000	72,692,292	74,346,875	74,350,425
Commercial Paper	89116EZF1	Toronto Dominion Bank	5/7/2025	12/23/2025		0.00	40,000,000	38,924,111	39,611,744	39,615,400
Commercial Paper	62479MB69	MUFG Bank Ltd/NY	5/13/2025	2/6/2026		0.00	25,000,000	24,198,604	24,618,667	24,637,925
Commercial Paper	62479MC92	MUFG Bank Ltd/NY	6/18/2025	3/9/2026		0.00	130,000,000	125,891,133	127,525,342	127,682,230
Commercial Paper	62479MCQ4	MUFG Bank Ltd/NY	7/7/2025	3/24/2026		0.00	100,000,000	96,930,556	97,945,833	98,061,100
Commercial Paper	62479MD67	MUFG Bank Ltd/NY	7/28/2025	4/6/2026		0.00	110,000,000	106,712,100	107,560,169	107,715,190
Commercial Paper	62479MDN0	MUFG Bank Ltd/NY	9/3/2025	4/22/2026		0.00	51,000,000	49,668,093	49,829,536	49,853,010
Commercial Paper	89233HEL4	Toyota Motor Credit	9/9/2025	5/20/2026		0.00	55,000,000	53,488,676	53,620,096	53,614,880
Commercial Paper	89233HEN0	Toyota Motor Credit	8/27/2025	5/22/2026		0.00	100,000,000	96,970,111	97,365,806	97,461,400
Commercial Paper	89233HF33	Toyota Motor Credit	9/9/2025	6/3/2026		0.00	60,000,000	58,264,500	58,407,500	58,404,540
Subtotals						0.00	\$ 1,543,450,000	\$ 1,505,508,958	\$ 1,525,737,529	\$ 1,526,233,265
Medium Term Notes	594918BJ2	Microsoft	9/26/2024	11/3/2025		3.13	\$ 11,749,000	\$ 11,650,191	\$ 11,740,909	\$ 11,734,784
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	6,452,000	6,270,957	6,372,822	6,426,257
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	13,009,000	12,645,919	12,850,209	12,957,094
Medium Term Notes	14913UAN0	Caterpillar	9/18/2024	10/16/2026		4.45	18,385,000	18,600,288	18,492,928	18,495,494
Medium Term Notes	89236TMY8	Toyota Motors	1/9/2025	1/8/2027		4.60	40,000,000	39,978,000	39,985,997	40,340,400
Medium Term Notes	037833CJ7	Apple	9/18/2024	2/9/2027		3.35	50,000,000	49,586,000	49,765,053	49,661,500
Medium Term Notes	24422EXV6	John Deere	9/6/2024	7/15/2027		4.20	10,000,000	9,998,600	9,999,124	10,062,700
Medium Term Notes	24422EYD5	John Deere	6/5/2025	6/5/2028		4.25	25,000,000	24,977,750	24,980,146	25,206,500
Subtotals						3.92	\$ 174,595,000	\$ 173,707,705	\$ 174,187,187	\$ 174,884,728
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	9/30/2025	10/1/2025		4.02	\$ 14,468,843	\$ 14,468,843	\$ 14,468,843	\$ 14,468,843
Money Market Funds	31607A703	Fidelity Govt Portfolio	9/30/2025	10/1/2025		4.09	835,215,136	835,215,136	835,215,136	835,215,136
Money Market Funds	608919718	Federated Hermes Govt Obligations F	9/30/2025	10/1/2025		4.07	325,092,234	325,092,234	325,092,234	325,092,234
Money Market Funds	262006208	Dreyfus Government Cash Manageme	9/30/2025	10/1/2025		4.06	15,052,480	15,052,480	15,052,480	15,052,480
Money Market Funds	85749T517	State Street Institutional U.S. Govt MV	9/30/2025	10/1/2025		4.07	13,480,145	13,480,145	13,480,145	13,480,145
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity F	9/30/2025	10/1/2025		4.05	13,636,922	13,636,922	13,636,922	13,636,922
Subtotals						4.09	\$ 1,216,945,761	\$ 1,216,945,761	\$ 1,216,945,761	\$ 1,216,945,761
Supranational	45950VRU2	International Finance Corp	1/26/2023	1/26/2026		4.02	\$ 100,000,000	\$ 100,000,000	\$ 100,000,000	\$ 99,911,000
Supranational	45818WDG8	Inter-American Development Bank	8/25/2021	2/27/2026		0.82	19,500,000	19,556,907	19,505,148	19,252,740
Supranational	459058KC6	Int'l Bank for Recon and Dev	9/12/2025	11/16/2026		2.25	55,000,000	54,035,300	54,077,926	53,975,900
Supranational	459058KJ1	Int'l Bank for Recon and Dev	7/17/2024	6/15/2027		3.13	12,323,000	11,934,333	12,095,577	12,201,618
Supranational	4581XOEN4	Inter-American Development Bank	4/9/2024	2/15/2029		4.13	25,000,000	24,630,000	24,742,690	25,314,750
Supranational	4581XOEN4	Inter-American Development Bank	7/17/2024	2/15/2029		4.13	50,000,000	49,827,000	49,872,575	50,629,500
Subtotals						3.41	\$ 261,823,000	\$ 259,983,540	\$ 260,293,917	\$ 261,285,508
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acc	9/30/2025	10/1/2025		4.10	\$ 362,344,940	\$ 362,344,940	\$ 362,344,940	\$ 362,344,940
Subtotals						4.10	\$ 362,344,940	\$ 362,344,940	\$ 362,344,940	\$ 362,344,940
Grand Totals						3.31	\$ 16,968,362,702	\$ 16,896,954,711	\$ 16,936,146,710	\$ 16,958,569,468

Monthly Investment Earnings

Pooled Fund

For month ended September 30, 2025

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	912797QF7	B 0.000 10/16/2025	\$ 100,000,000		314,250		\$ 314,250
U.S. Treasuries	912797QM2	B 0.000 09/02/2025			11,639		11,639
U.S. Treasuries	912797RP4	B 0.000 11/18/2025	100,000,000		352,583		352,583
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	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	91282CAM3	T 0.250 09/30/2025		9,904	16,122		26,027
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025		9,904	13,650		23,555
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
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	132,473	9,426		141,899
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	132,473	25,598		158,071
U.S. Treasuries	91282CFJ5	T 3.125 08/31/2029	50,000,000	129,489	16,028		145,517
U.S. Treasuries	91282CFJ5	T 3.125 08/31/2029	65,000,000	168,336	22,346		190,682
U.S. Treasuries	91282CFK2	T 3.500 09/15/2025		66,576	13,443		80,019
U.S. Treasuries	91282CFT3	T 4.000 10/31/2029	60,000,000	195,652	218		195,870
U.S. Treasuries	91282CGQ8	T 4.000 02/28/2030	50,000,000	165,746	1,215		166,960
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

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	91282CHK0	T 4.000 06/30/2028	50,000,000	163,043	21,084		184,128
U.S. Treasuries	91282CHX2	T 4.375 08/31/2028	50,000,000	181,285	(2,005)		179,279
U.S. Treasuries	91282CHX2	T 4.375 08/31/2028	50,000,000	181,285	(13,712)		167,572
U.S. Treasuries	91282CJW2	T 4.000 01/31/2029	60,000,000	195,652	1,604		197,256
U.S. Treasuries	91282CJW2	T 4.000 01/31/2029	65,000,000	211,957	(5,075)		206,882
U.S. Treasuries	91282CKD2	T 4.250 02/28/2029	50,000,000	176,105	3,804		179,908
U.S. Treasuries	91282CKD2	T 4.250 02/28/2029	75,000,000	264,157	(12,293)		251,864
U.S. Treasuries	91282CKP5	T 4.625 04/30/2029	50,000,000	188,519	(21,320)		167,199
U.S. Treasuries	91282CKP5	T 4.625 04/30/2029	51,000,000	192,289	(8,447)		183,843
U.S. Treasuries	91282CKT7	T 4.500 05/31/2029	50,000,000	184,426	(18,544)		165,883
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
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(27,742)		161,807
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(23,792)		165,758
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(28,344)		161,205
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(27,803)		161,746
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	189,549	(27,514)		162,036
U.S. Treasuries	91282CLC3	T 4.000 07/31/2029	50,000,000	163,043	(17,804)		145,239
U.S. Treasuries	91282CLC3	T 4.000 07/31/2029	50,000,000	163,043	1,918		164,962
U.S. Treasuries	91282CLC3	T 4.000 07/31/2029	65,000,000	211,957	(9,619)		202,338
U.S. Treasuries	91282CLL3	T 3.375 09/15/2027	50,000,000	138,784	5,973		144,757
U.S. Treasuries	91282CLR0	T 4.125 10/31/2029	50,000,000	168,139	6,474		174,613
U.S. Treasuries	91282CLX7	T 4.125 11/15/2027	61,000,000	205,129	9,166		214,296
U.S. Treasuries	91282CMB4	T 4.000 12/15/2027	50,000,000	163,934	7,713		171,647
U.S. Treasuries	91282CMB4	T 4.000 12/15/2027	50,000,000	163,934	7,873		171,808
U.S. Treasuries	91282CMZ1	T 3.875 04/30/2030	50,000,000	157,948	8,835		166,783
U.S. Treasuries	91282CND9	T 3.750 05/15/2028	70,000,000	213,995	14,071		228,066
Subtotals			\$ 3,762,000,000	\$ 8,335,832	\$ 1,037,984	\$ -	\$ 9,373,816
Federal Agencies	3130A8ZQ9	FHLB 1.750 09/12/2025		\$ 5,505	\$ (2,187)	\$	3,318
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	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
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

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	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	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	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	12,375,000	36,094	(2,984)		33,110
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	51,563	(6,498)		45,064
Federal Agencies	3130ATHX8	FHLB 4.125 09/14/2029	15,000,000	51,563	(814)		50,749
Federal Agencies	3130ATHX8	FHLB 4.125 09/14/2029	15,000,000	51,563	(728)		50,835
Federal Agencies	3130ATHX8	FHLB 4.125 09/14/2029	17,000,000	58,438	(4,097)		54,340
Federal Agencies	3130ATHX8	FHLB 4.125 09/14/2029	25,590,000	87,966	(1,241)		86,724
Federal Agencies	3130AUTC8	FHLB 4.010 02/06/2026	21,100,000	70,509	3,145		73,654
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	10,000,000	33,333	1,780		35,114
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	15,000,000	50,000	2,728		52,728
Federal Agencies	3130AWC24	FHLB 4.000 06/09/2028	10,000,000	33,333	91		33,424
Federal Agencies	3130AWGS3	FHLB 4.125 06/14/2030	12,515,000	43,020	(1,074)		41,947
Federal Agencies	3130AWGS3	FHLB 4.125 06/14/2030	16,000,000	55,000	(1,043)		53,957
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
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	25,000,000	101,563	(2,281)		99,282
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	36,730,000	149,216	(3,104)		146,112
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	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	20,000,000	79,167	1,449		80,616
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	40,000,000	158,333	2,898		161,232
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	48,000,000	190,000	3,478		193,478
Federal Agencies	3130B1BC0	FHLB 4.625 06/08/2029	9,705,000	37,405	(5,079)		32,326
Federal Agencies	3130B1BT3	FHLB 4.875 06/12/2026	13,485,000	54,783	(833)		53,950

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	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		19,271			19,271
Federal Agencies	3130B2KJ3	FHLB 4.625 09/04/2029		9,635			9,635
Federal Agencies	3130B2KJ3	FHLB 4.625 09/04/2029		9,635			9,635
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	19,000,000	57,396	1,051		58,447
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	25,000,000	75,521	1,384		76,904
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	25,900,000	78,240	1,433		79,673
Federal Agencies	3130B2PJ8	FHLB 3.625 09/04/2026	50,000,000	151,042	2,767		153,809
Federal Agencies	3130B2TG0	FHLB 4.375 09/24/2029		69,878			69,878
Federal Agencies	3130B2TG0	FHLB 4.375 09/24/2029		69,878			69,878
Federal Agencies	3130B2TG0	FHLB 4.375 09/24/2029		181,684			181,684
Federal Agencies	3130B2XR1	FHLB 4.010 07/02/2029	25,000,000	83,542			83,542
Federal Agencies	3130B2XR1	FHLB 4.010 07/02/2029	25,000,000	83,542			83,542
Federal Agencies	3130B2XR1	FHLB 4.010 07/02/2029	65,000,000	217,208			217,208
Federal Agencies	3130B3A29	FHLB 4.000 10/09/2026	15,000,000	50,000	130		50,130
Federal Agencies	3130B3A29	FHLB 4.000 10/09/2026	25,000,000	83,333	216		83,550
Federal Agencies	3130B3A29	FHLB 4.000 10/09/2026	25,000,000	83,333	216		83,550
Federal Agencies	3130B3A29	FHLB 4.000 10/09/2026	50,000,000	166,667	433		167,099
Federal Agencies	3130B3GD9	FHLB 4.000 11/27/2028	47,025,000	156,750	1,703		158,453
Federal Agencies	3130B6MU7	FHLB 4.590 06/15/2028	25,000,000	95,625			95,625
Federal Agencies	3130B6MU7	FHLB 4.590 06/15/2028	25,000,000	95,625			95,625
Federal Agencies	3130B6MU7	FHLB 4.590 06/15/2028	25,000,000	95,625			95,625
Federal Agencies	3130B6MU7	FHLB 4.590 06/15/2028	50,000,000	191,250			191,250
Federal Agencies	3130B6R24	FHLB 3.875 06/04/2027	10,000,000	32,292	553		32,845
Federal Agencies	3130B6R24	FHLB 3.875 06/04/2027	13,000,000	41,979	719		42,699
Federal Agencies	3130B6R24	FHLB 3.875 06/04/2027	16,500,000	53,281	913		54,194
Federal Agencies	3130B6R24	FHLB 3.875 06/04/2027	20,000,000	64,583	1,107		65,690
Federal Agencies	3130B6R24	FHLB 3.875 06/04/2027	36,000,000	116,250	1,992		118,242
Federal Agencies	313385LF1	FHDN 0.000 09/03/2025			11,806		11,806
Federal Agencies	313385LF1	FHDN 0.000 09/03/2025			11,806		11,806
Federal Agencies	313385LG9	FHDN 0.000 09/04/2025			11,806		11,806
Federal Agencies	313385LG9	FHDN 0.000 09/04/2025			11,806		11,806
Federal Agencies	313385LH7	FHDN 0.000 09/05/2025			4,392		4,392
Federal Agencies	313385LH7	FHDN 0.000 09/05/2025			9,931		9,931
Federal Agencies	313385LH7	FHDN 0.000 09/05/2025			11,806		11,806
Federal Agencies	313385LP9	FHDN 0.000 09/11/2025			11,750		11,750
Federal Agencies	313385LQ7	FHDN 0.000 09/12/2025			5,791		5,791
Federal Agencies	313385LQ7	FHDN 0.000 09/12/2025			5,861		5,861
Federal Agencies	313385LW4	FHDN 0.000 09/18/2025			6,281		6,281
Federal Agencies	313385LW4	FHDN 0.000 09/18/2025			5,903		5,903
Federal Agencies	313385MD5	FHDN 0.000 09/25/2025			5,815		5,815
Federal Agencies	313385VP8	FHDN 0.000 04/15/2026	25,000,000		76,931		76,931
Federal Agencies	3133EM4X7	FFCB 0.800 09/10/2026	28,975,000	19,317	83,770		103,087
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	4,650,000	15,984	59		16,043
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	21,000,000	72,188	238		72,425
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	25,000,000	85,938	315		86,253
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	15,000,000	50,000	1,240		51,240

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	3133EN5E6	FFCB 4.000 12/29/2025	20,000,000	66,667	1,653		68,320
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	25,000,000	83,333	2,087		85,420
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	20,000,000	66,667	482		67,148
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	30,000,000	100,000	624		100,624
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	39,675,000	34,716	1,084		35,799
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	55,000,000	48,125	1,581		49,706
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	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	22,500,000	48,750	1,770		50,520
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	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	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
Federal Agencies	3133EP6K6	FFCB 4.500 03/26/2027	50,000,000	187,500	2,482		189,982
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	3133EPBJ3	FFCB 4.375 02/23/2026	50,000,000	182,292	2,245		184,536
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	3133EPJX4	FFCB 3.625 02/17/2026	25,000,000	75,521	2,130		77,651
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	30,000,000	90,625	2,815		93,440
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	3133EPMU6	FFCB 4.250 06/15/2026	30,000,000	106,250	1,330		107,580
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	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	3133EPNG6	FFCB 4.375 06/23/2026	50,000,000	182,292	725		183,017
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	15,000,000	56,250	611		56,861
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	33,000,000	123,750	1,561		125,311
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	19,000,000	75,208	441		75,649

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	3133EPVP7	FFCB 4.750 07/08/2026	21,000,000	83,125	500		83,625
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025		16,003	113		16,116
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025		29,167	348		29,514
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025		38,889	463		39,352
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	5,000,000	17,188	196		17,383
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	25,000,000	85,938	862		86,800
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	3133EPYW9	FFCB 5.125 10/20/2025	24,000,000	102,500	3,142		105,642
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
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	50,000,000	213,542	1,149		214,691
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	14,000,000	56,875	2,602		59,477
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	30,000,000	121,875	4,541		126,416
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	3133EPZY4	FFCB 5.000 07/30/2026	25,000,000	104,167	1,890		106,057
Federal Agencies	3133ER2Z3	FFCB 4.250 11/03/2027	5,000,000	17,708	19		17,728
Federal Agencies	3133ER2Z3	FFCB 4.250 11/03/2027	41,880,000	148,325	68		148,393
Federal Agencies	3133ER4A6	FFCB 4.250 02/18/2027	2,000,000	7,083	88		7,171
Federal Agencies	3133ER4A6	FFCB 4.250 02/18/2027	25,000,000	88,542	1,058		89,600
Federal Agencies	3133ER4A6	FFCB 4.250 02/18/2027	30,000,000	106,250	1,332		107,582
Federal Agencies	3133ER4H1	FFCB 4.500 01/18/2030	12,815,000	48,056	(3,532)		44,524
Federal Agencies	3133ER4H1	FFCB 4.500 01/18/2030	18,000,000	67,500	(4,937)		62,563
Federal Agencies	3133ER7L9	FFCB 4.000 03/18/2030	8,695,000	28,983	389		29,373
Federal Agencies	3133ERD24	FFCB 4.250 02/18/2027	30,000,000	106,250	602		106,852
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	3133ERDH1	FFCB 4.750 04/30/2029	63,085,000	249,711	(11,201)		238,510
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	14,934,000	56,003	(584)		55,418
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	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	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	29,000,000	102,708	1,263		103,972
Federal Agencies	3133ERHD6	FFCB 4.875 06/12/2026	20,000,000	81,250	(1,260)		79,990
Federal Agencies	3133ERHD6	FFCB 4.875 06/12/2026	32,000,000	130,000	(2,122)		127,878
Federal Agencies	3133ERHN4	FFCB 4.250 10/20/2028	5,000,000	17,708	529		18,237
Federal Agencies	3133ERHN4	FFCB 4.250 10/20/2028	38,000,000	134,583	4,069		138,652
Federal Agencies	3133ERJ51	FFCB 4.125 12/10/2027	21,000,000	72,188	1,743		73,930
Federal Agencies	3133ERJ51	FFCB 4.125 12/10/2027	25,505,000	87,673	2,110		89,783
Federal Agencies	3133ERJ51	FFCB 4.125 12/10/2027	33,000,000	113,438	2,948		116,386
Federal Agencies	3133ERJ51	FFCB 4.125 12/10/2027	38,343,000	131,804	3,182		134,986
Federal Agencies	3133ERJZ5	FFCB 4.500 06/28/2027	30,000,000	112,500	388		112,888

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	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	3133ERT84	FFCB 4.250 01/14/2028	29,750,000	105,365	4,768		110,133
Federal Agencies	3133ERVR9	FFCB 3.500 07/01/2027	55,000,000	160,417	2,235		162,652
Federal Agencies	3133ERWR8	FFCB 3.500 01/07/2027	12,500,000	36,458	4,613		41,072
Federal Agencies	3133ERXJ5	FFCB 3.875 10/15/2027	5,000,000	16,146	75		16,221
Federal Agencies	3133ERXJ5	FFCB 3.875 10/15/2027	8,000,000	25,833	105		25,939
Federal Agencies	3133ERZ46	FFCB 4.250 01/28/2028	47,000,000	166,458	659		167,117
Federal Agencies	3133ERZ46	FFCB 4.250 01/28/2028	50,000,000	177,083	701		177,784
Federal Agencies	3133ETBF3	FFCB 4.000 04/01/2030	15,000,000	50,000	104		50,104
Federal Agencies	3133ETBF3	FFCB 4.000 04/01/2030	32,260,000	107,533	266		107,800
Federal Agencies	3133ETBF3	FFCB 4.000 04/01/2030	43,020,000	143,400	1,911		145,311
Federal Agencies	3133ETBF3	FFCB 4.000 04/01/2030	46,750,000	155,833	285		156,119
Federal Agencies	3133ETBF3	FFCB 4.000 04/01/2030	50,000,000	166,667	7,823		174,490
Federal Agencies	3133ETJF5	FFCB 4.000 02/23/2027	10,000,000	33,333	290		33,624
Federal Agencies	3133ETJF5	FFCB 4.000 02/23/2027	45,000,000	150,000	1,306		151,306
Federal Agencies	3133ETJS7	FFCB 4.000 11/10/2026	12,600,000	42,000	1,056		43,056
Federal Agencies	3133ETJV0	FFCB 4.000 11/30/2029	15,000,000	50,000	996		50,996
Federal Agencies	3133ETJV0	FFCB 4.000 11/30/2029	23,000,000	76,667	1,422		78,089
Federal Agencies	3133ETJZ1	FFCB 3.875 06/05/2028	7,370,000	23,799	755		24,554
Federal Agencies	3133ETJZ1	FFCB 3.875 06/05/2028	25,000,000	80,729	1,170		81,899
Federal Agencies	3133ETKN6	FFCB 4.000 10/09/2029	10,000,000	33,333	237		33,570
Federal Agencies	3133ETKN6	FFCB 4.000 10/09/2029	15,000,000	50,000	355		50,355
Federal Agencies	3133ETKQ9	FFCB 4.000 06/10/2030	9,750,000	32,500	65		32,565
Federal Agencies	3133ETKQ9	FFCB 4.000 06/10/2030	10,000,000	33,333	427		33,760
Federal Agencies	3133ETKQ9	FFCB 4.000 06/10/2030	15,000,000	50,000	23		50,023
Federal Agencies	3133ETKQ9	FFCB 4.000 06/10/2030	20,000,000	66,667	904		67,570
Federal Agencies	3133ETKQ9	FFCB 4.000 06/10/2030	25,000,000	83,333	579		83,912
Federal Agencies	3133ETLM7	FFCB 4.000 06/17/2030	10,070,000	33,567	(131)		33,436
Federal Agencies	3133ETLM7	FFCB 4.000 06/17/2030	15,000,000	50,000	(214)		49,786
Federal Agencies	3133ETLM7	FFCB 4.000 06/17/2030	16,944,000	56,480	113		56,593
Federal Agencies	3133ETLM7	FFCB 4.000 06/17/2030	41,000,000	136,667	(586)		136,081
Federal Agencies	3133ETME4	FFCB 4.000 01/23/2030	5,000,000	16,667	187		16,854
Federal Agencies	3133ETME4	FFCB 4.000 01/23/2030	14,450,000	48,167	559		48,726
Federal Agencies	3133ETME4	FFCB 4.000 01/23/2030	25,000,000	83,333	967		84,300
Federal Agencies	3133ETNU7	FFCB 3.750 07/03/2028	22,500,000	70,313	2,083		72,396
Federal Agencies	3133ETNU7	FFCB 3.750 07/03/2028	25,000,000	78,125	2,640		80,765
Federal Agencies	3133ETNU7	FFCB 3.750 07/03/2028	50,000,000	156,250	4,684		160,934
Federal Agencies	3133ETPF8	FFCB 3.750 07/08/2030	20,000,000	62,500	3,689		66,189
Federal Agencies	3133ETSX6	FFCB 3.625 08/11/2027	5,000,000	15,104	413		15,517
Federal Agencies	3133ETSX6	FFCB 3.625 08/11/2027	5,000,000	15,104	421		15,525
Federal Agencies	3133ETSX6	FFCB 3.625 08/11/2027	7,000,000	21,146	578		21,724
Federal Agencies	3133ETUE5	FFCB 3.750 02/22/2027	15,000,000	46,875	1,090		47,965
Federal Agencies	3133ETUE5	FFCB 3.750 02/22/2027	25,000,000	78,125	1,776		79,901
Federal Agencies	3133ETUE5	FFCB 3.750 02/22/2027	35,000,000	109,375	2,697		112,072
Federal Agencies	3133ETUE5	FFCB 3.750 02/22/2027	40,000,000	125,000	2,907		127,907

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	3136GA3N7	FNMA 5.045 12/27/2029		72,872			72,872
Federal Agencies	3136GA3N7	FNMA 5.045 12/27/2029		225,904			225,904
Federal Agencies	3136GA3N7	FNMA 5.045 12/27/2029		72,872			72,872
Federal Agencies	3136GA3N7	FNMA 5.045 12/27/2029		72,872			72,872
Federal Agencies	3136GAAR0	FNMA 4.690 02/07/2028	25,000,000	97,708			97,708
Federal Agencies	3136GAAR0	FNMA 4.690 02/07/2028	25,000,000	97,708			97,708
Federal Agencies	3136GAAR0	FNMA 4.690 02/07/2028	25,000,000	97,708			97,708
Federal Agencies	3136GAAR0	FNMA 4.690 02/07/2028	25,000,000	97,708			97,708
Federal Agencies	3136GAAR0	FNMA 4.690 02/07/2028	50,000,000	195,417			195,417
Federal Agencies	3136GAFL8	FNMA 4.710 10/15/2029	25,000,000	98,125			98,125
Federal Agencies	3136GAFL8	FNMA 4.710 10/15/2029	25,000,000	98,125			98,125
Federal Agencies	3136GAFL8	FNMA 4.710 10/15/2029	25,000,000	98,125			98,125
Federal Agencies	3136GAFL8	FNMA 4.710 10/15/2029	25,000,000	98,125			98,125
Federal Agencies	3136GAFL8	FNMA 4.710 10/15/2029	50,000,000	196,250			196,250
Federal Agencies	3136GATQ2	FNMA 4.030 09/30/2030	25,000,000	2,799			2,799
Federal Agencies	3136GATQ2	FNMA 4.030 09/30/2030	25,000,000	2,799			2,799
Federal Agencies	3136GATQ2	FNMA 4.030 09/30/2030	25,000,000	2,799			2,799
Federal Agencies	3136GATQ2	FNMA 4.030 09/30/2030	25,000,000	2,799			2,799
Federal Agencies	3136GATQ2	FNMA 4.030 09/30/2030	50,000,000	5,597			5,597
Federal Agencies	3137EAEX3	FHLMC 0.375 09/23/2025		5,179	4,028		9,207
Subtotals			\$ 6,467,204,000	\$ 20,495,791	\$ 461,398	\$ -	\$ 20,957,188
Public Time Deposits	PPGQE6C86	FIVSTR 4.290 11/17/2025	\$ 20,000,000	\$ 71,500			\$ 71,500
Public Time Deposits	PPGQEWEX2	BRIDGE 4.340 12/15/2025	10,000,000	35,671			35,671
Public Time Deposits	PPGUALS16	BKSANF 4.310 12/08/2025	10,000,000	35,917			35,917
Public Time Deposits	PPGUCT9Z3	BRIDGE 4.330 01/12/2026	10,000,000	35,589			35,589
Public Time Deposits	PPGZ3O8Q4	BKSANF 4.330 01/05/2026	10,000,000	36,083			36,083
Subtotals			\$ 60,000,000	\$ 214,760	\$ -	\$ -	\$ 214,760
Negotiable CDs	06367DMX0	BMOCHG 4.570 10/24/2025	\$ 50,000,000	\$ 190,417			\$ 190,417
Negotiable CDs	06367DN92	BMOCHG 4.530 09/22/2025		132,125			132,125
Negotiable CDs	06367DPW9	BMOCHG 4.350 10/24/2025	50,000,000	181,250			181,250
Negotiable CDs	06367DQ32	BMOCHG 4.330 02/09/2026	75,000,000	270,625			270,625
Negotiable CDs	06367DQK4	BMOCHG 4.320 01/12/2026	50,000,000	180,000			180,000
Negotiable CDs	06367DQP3	BMOCHG 4.430 02/11/2026	70,000,000	258,417			258,417
Negotiable CDs	06367DRH0	BMOCHG 4.330 03/24/2026	50,000,000	180,417			180,417
Negotiable CDs	06367DRJ6	BMOCHG 4.000 06/15/2026	50,000,000	180,417			180,417
Negotiable CDs	06367DRZ0	BMOCHG 4.170 06/01/2026	100,000,000	347,500			347,500
Negotiable CDs	06367DS97	BMOCHG 4.200 06/15/2026	100,000,000	350,000			350,000
Negotiable CDs	06367DSQ9	BMOCHG 4.000 06/09/2026	46,000,000	112,444			112,444
Negotiable CDs	06367DSR7	BMOCHG 4.000 06/15/2026	54,000,000	132,000			132,000
Negotiable CDs	06367DSV8	BMOCHG 3.980 06/17/2026	55,000,000	42,564			42,564
Negotiable CDs	06418NHV7	BNSHOU 4.270 07/01/2026	100,000,000	355,833			355,833
Negotiable CDs	06418NJE3	BNSHOU 4.200 04/20/2026	125,000,000	437,500			437,500
Negotiable CDs	06418NJK9	BNSHOU 4.110 04/23/2026	100,000,000	319,667			319,667
Negotiable CDs	13606DCE0	CIBCNY 4.550 10/24/2025	50,000,000	189,583			189,583
Negotiable CDs	13606DCV2	CIBCNY 4.530 09/22/2025		198,187			198,187
Negotiable CDs	13606DFF4	CIBCNY 4.420 09/24/2025		310,628			310,628
Negotiable CDs	13606DGY2	CIBCNY 4.360 01/22/2026	60,000,000	218,000			218,000

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	13606DGZ9	CIBCNY 4.360 01/28/2026	80,000,000	290,667			290,667
Negotiable CDs	13606DHE5	CIBCNY 4.340 12/15/2025	75,000,000	271,250			271,250
Negotiable CDs	13606DHF2	CIBCNY 4.330 02/09/2026	50,000,000	180,417			180,417
Negotiable CDs	13606DKH4	CIBCNY 4.330 01/20/2026	60,000,000	216,500			216,500
Negotiable CDs	78015J2Y2	RY 4.550 09/08/2025		57,507			57,507
Negotiable CDs	78015J3L9	RY 4.510 11/20/2025	60,000,000	225,500			225,500
Negotiable CDs	78015J3U9	RY 4.560 11/19/2025	50,000,000	190,000			190,000
Negotiable CDs	78015JG84	RY 4.330 02/23/2026	60,000,000	216,500			216,500
Negotiable CDs	78015JGQ4	RY 4.380 03/06/2026	50,000,000	182,500			182,500
Negotiable CDs	78015JJ81	RY 4.290 03/16/2026	100,000,000	357,500			357,500
Negotiable CDs	78015JJQ1	RY 4.330 04/07/2026	50,000,000	180,417			180,417
Negotiable CDs	78015JL88	RY 4.060 07/01/2026	100,000,000	338,333			338,333
Negotiable CDs	78015JMC8	RY 4.180 04/23/2026	100,000,000	348,333			348,333
Negotiable CDs	89115DEG7	TDNY 4.410 03/11/2026	50,000,000	183,750			183,750
Negotiable CDs	89115DHC3	TDNY 4.400 03/16/2026	60,000,000	220,000			220,000
Negotiable CDs	89115DPK6	TDNY 4.490 10/24/2025	100,000,000	374,167			374,167
Negotiable CDs	89115DQT6	TDNY 4.540 01/12/2026	100,000,000	378,333			378,333
Negotiable CDs	89115DWB8	TDNY 4.360 09/05/2025		24,222			24,222
Negotiable CDs	89115DWF9	TDNY 4.360 09/10/2025		54,500			54,500
Negotiable CDs	89115DWK8	TDNY 4.350 11/05/2025	50,000,000	181,250			181,250
Negotiable CDs	89115DWT9	TDNY 4.360 01/28/2026	50,000,000	181,667			181,667
Negotiable CDs	89115DXB7	TDNY 4.340 12/15/2025	60,000,000	217,000			217,000
Negotiable CDs	89115DXF8	TDNY 4.340 12/29/2025	65,000,000	235,083			235,083
Negotiable CDs	96130AA24	WSTNY 4.350 03/16/2026	100,000,000	362,500			362,500
Negotiable CDs	96130AA65	WSTNY 4.380 03/23/2026	140,000,000	511,000			511,000
Negotiable CDs	96130AC22	WSTNY 4.320 06/15/2026	100,000,000	360,000			360,000
Negotiable CDs	96130AZR2	WSTNY 4.350 12/03/2025	100,000,000	362,500			362,500
Negotiable CDs	96130AZZ4	WSTNY 4.350 05/04/2026	125,000,000	453,125			453,125
Subtotals			\$ 3,120,000,000	\$ 11,742,094	\$ -	\$ -	\$ 11,742,094
Commercial Paper	03785DW93	APPINC 0.000 09/09/2025			\$ 21,350		\$ 21,350
Commercial Paper	03785DWF9	APPINC 0.000 09/15/2025			16,333		16,333
Commercial Paper	14912DW21	CATFIN 0.000 09/02/2025			12,028		12,028
Commercial Paper	14912DW21	CATFIN 0.000 09/02/2025			5,986		5,986
Commercial Paper	14912DW39	CATFIN 0.000 09/03/2025			10,151		10,151
Commercial Paper	14912DW96	CATFIN 0.000 09/09/2025			47,889		47,889
Commercial Paper	14912DWP0	CATFIN 0.000 09/23/2025			11,332		11,332
Commercial Paper	14912DWR6	CATFIN 0.000 09/25/2025			31,889		31,889
Commercial Paper	14912DWW5	CATFIN 0.000 09/30/2025			80,111		80,111
Commercial Paper	14912DX12	CATFIN 0.000 10/01/2025	100,000,000		102,750		102,750
Commercial Paper	14912DX87	CATFIN 0.000 10/08/2025	100,000,000		22,778		22,778
Commercial Paper	14912DXL8	CATFIN 0.000 10/20/2025	30,450,000		6,936		6,936
Commercial Paper	62479LWF8	MUFGBK 0.000 09/15/2025			33,133		33,133
Commercial Paper	62479LWP6	MUFGBK 0.000 09/23/2025			91,117		91,117
Commercial Paper	62479LX67	MUFGBK 0.000 10/06/2025	25,000,000		88,542		88,542
Commercial Paper	62479LXF7	MUFGBK 0.000 10/15/2025	11,000,000		38,867		38,867
Commercial Paper	62479LXL4	MUFGBK 0.000 10/20/2025	15,000,000		53,000		53,000
Commercial Paper	62479LXN0	MUFGBK 0.000 10/22/2025	55,000,000		194,333		194,333
Commercial Paper	62479LXV2	MUFGBK 0.000 10/29/2025	15,000,000		53,625		53,625

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Commercial Paper	62479LY33	MUFGBK 0.000 11/03/2025	10,000,000		36,167		36,167
Commercial Paper	62479LY74	MUFGBK 0.000 11/07/2025	11,000,000		39,692		39,692
Commercial Paper	62479LYH2	MUFGBK 0.000 11/17/2025	38,000,000		136,483		136,483
Commercial Paper	62479LYM1	MUFGBK 0.000 11/21/2025	26,000,000		93,383		93,383
Commercial Paper	62479LYS8	MUFGBK 0.000 11/26/2025	15,000,000		53,750		53,750
Commercial Paper	62479MB69	MUFGBK 0.000 02/06/2026	25,000,000		89,375		89,375
Commercial Paper	62479MC92	MUFGBK 0.000 03/09/2026	130,000,000		466,917		466,917
Commercial Paper	62479MCQ4	MUFGBK 0.000 03/24/2026	100,000,000		354,167		354,167
Commercial Paper	62479MD67	MUFGBK 0.000 04/06/2026	110,000,000		391,417		391,417
Commercial Paper	62479MDN0	MUFGBK 0.000 04/22/2026	51,000,000		161,443		161,443
Commercial Paper	89116EZ55	TDHUSA 0.000 12/05/2025	11,000,000		38,958		38,958
Commercial Paper	89116EZF3	TDHUSA 0.000 12/15/2025	25,000,000		88,333		88,333
Commercial Paper	89116EZP1	TDHUSA 0.000 12/23/2025	40,000,000		140,333		140,333
Commercial Paper	89233GW85	TOYCC 0.000 09/08/2025			54,979		54,979
Commercial Paper	89233GX84	TOYCC 0.000 10/08/2025	60,000,000		215,000		215,000
Commercial Paper	89233GXP6	TOYCC 0.000 10/23/2025	75,000,000		276,875		276,875
Commercial Paper	89233GXQ4	TOYCC 0.000 10/24/2025	50,000,000		180,417		180,417
Commercial Paper	89233GZ17	TOYCC 0.000 12/01/2025	125,000,000		436,458		436,458
Commercial Paper	89233GZF6	TOYCC 0.000 12/15/2025	75,000,000		261,250		261,250
Commercial Paper	89233HEL4	TOYCC 0.000 05/20/2026	55,000,000		131,419		131,419
Commercial Paper	89233HEN0	TOYCC 0.000 05/22/2026	100,000,000		339,167		339,167
Commercial Paper	89233HF33	TOYCC 0.000 06/03/2026	60,000,000		143,000		143,000
Subtotals			\$ 1,543,450,000	\$ -	\$ 5,051,133	\$ -	\$ 5,051,133
Medium Term Notes	037833CJ7	AAPL 3.350 02/09/2027	\$ 50,000,000	\$ 139,583	\$ 14,211		\$ 153,794
Medium Term Notes	14913UAN0	CAT 4.450 10/16/2026	18,385,000	68,178	(8,521)		59,657
Medium Term Notes	24422EXV6	DE 4.200 07/15/2027	10,000,000	35,000	40		35,040
Medium Term Notes	24422EYD5	DE 4.250 06/05/2028	25,000,000	88,542	609		89,151
Medium Term Notes	594918BJ2	MSFT 3.125 11/03/2025	11,749,000	30,596	7,356		37,952
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	89236TMY8	TOYOTA 4.600 01/08/2027	40,000,000	153,333	905		154,239
Subtotals			\$ 174,595,000	\$ 570,372	\$ 35,056	\$ -	\$ 605,428
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	\$ 14,468,843	\$ 48,366			\$ 48,366
Money Market Funds	31607A703	Fidelity Govt Portfolio	835,215,136	2,884,820			2,884,820
Money Market Funds	608919718	Federated Hermes Govt Obligations Fund	325,092,234	563,528			563,528
Money Market Funds	262006208	Dreyfus Government Cash Management	15,052,480	50,772			50,772
Money Market Funds	85749T517	State Street Institutional U.S. Govt MMF	13,480,145	78,827			78,827
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Fund	13,636,922	46,081			46,081
Subtotals			\$ 1,216,945,761	\$ 3,672,393	\$ -	\$ -	\$ 3,672,393

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Supranationals	45818WDG8	IADB 0.820 02/27/2026	\$ 19,500,000	\$ 13,325	\$ (1,037)		\$ 12,288
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	459058KC6	IBRD 0.700 11/16/2026	55,000,000	65,313	42,626		107,939
Supranationals	459058KJ1	IBRD 3.125 06/15/2027	12,323,000	32,091	10,969		43,060
Supranationals	45950VRU2	IFC 4.023 01/26/2026	100,000,000	335,250			335,250
Subtotals			\$ 261,823,000	\$ 703,791	\$ 61,920	\$ -	\$ 765,711
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acct	\$ 362,344,940	\$ 1,258,855			\$ 1,258,855
Subtotals			\$ 362,344,940	\$ 1,258,855	\$ -	\$ -	\$ 1,258,855
Grand Totals			\$16,968,362,702	\$ 46,993,888	\$ 6,647,491	\$ -	\$ 53,641,379

Investment Transactions

Pooled Fund

For month ended September 30, 2025

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58797	Buy	313385LF1	FHDN 0.000 09/03/2025	99.98819	09/02/2025	09/02/2025	100,000,000.00	99,988,194.44	0.00	99,988,194.44
58798	Buy	313385LF1	FHDN 0.000 09/03/2025	99.98819	09/02/2025	09/02/2025	100,000,000.00	99,988,194.44	0.00	99,988,194.44
58799	Buy	313385VP8	FHDN 0.000 04/15/2026	97.61250	09/02/2025	09/02/2025	25,000,000.00	24,403,125.00	0.00	24,403,125.00
58801	Buy	313385LG9	FHDN 0.000 09/04/2025	99.98819	09/03/2025	09/03/2025	100,000,000.00	99,988,194.44	0.00	99,988,194.44
58802	Buy	313385LG9	FHDN 0.000 09/04/2025	99.98819	09/03/2025	09/03/2025	100,000,000.00	99,988,194.44	0.00	99,988,194.44
58803	Buy	62479MDN0	MUFGBK 0.000 04/22/2026	97.38842	09/03/2025	09/03/2025	51,000,000.00	49,668,092.50	0.00	49,668,092.50
58804	Buy	06418NJK9	BNSHOU 4.110 04/23/2026	100.00000	09/03/2025	09/03/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58800	Buy	912797QF7	B 0.000 10/16/2025	99.51117	09/04/2025	09/04/2025	100,000,000.00	99,511,167.00	0.00	99,511,167.00
58805	Buy	313385LH7	FHDN 0.000 09/05/2025	99.98819	09/04/2025	09/04/2025	37,200,000.00	37,195,608.33	0.00	37,195,608.33
58806	Buy	313385LH7	FHDN 0.000 09/05/2025	99.98819	09/04/2025	09/04/2025	84,125,000.00	84,115,068.58	0.00	84,115,068.58
58807	Buy	313385LH7	FHDN 0.000 09/05/2025	99.98819	09/04/2025	09/04/2025	100,000,000.00	99,988,194.44	0.00	99,988,194.44
58808	Buy	14912DW96	CATFIN 0.000 09/09/2025	99.95211	09/05/2025	09/05/2025	100,000,000.00	99,952,111.11	0.00	99,952,111.11
58809	Buy	03785DW93	APPINC 0.000 09/09/2025	99.95256	09/05/2025	09/05/2025	45,000,000.00	44,978,650.00	0.00	44,978,650.00
58810	Buy	89233HEL4	TOYCC 0.000 05/20/2026	97.25214	09/09/2025	09/09/2025	55,000,000.00	53,488,676.39	0.00	53,488,676.39
58811	Buy	89233HF33	TOYCC 0.000 06/03/2026	97.10750	09/09/2025	09/09/2025	60,000,000.00	58,264,500.00	0.00	58,264,500.00
58812	Buy	06367DSQ9	BMOCHG 4.000	100.00000	09/09/2025	09/09/2025	46,000,000.00	46,000,000.00	0.00	46,000,000.00
58813	Buy	06367DSR7	BMOCHG 4.000	100.00000	09/09/2025	09/09/2025	54,000,000.00	54,000,000.00	0.00	54,000,000.00
58814	Buy	313385LP9	FHDN 0.000 09/11/2025	99.98825	09/10/2025	09/10/2025	100,000,000.00	99,988,250.00	0.00	99,988,250.00
58815	Buy	313385LQ7	FHDN 0.000 09/12/2025	99.98828	09/11/2025	09/11/2025	49,400,000.00	49,394,209.22	0.00	49,394,209.22
58816	Buy	313385LQ7	FHDN 0.000 09/12/2025	99.98828	09/11/2025	09/11/2025	50,000,000.00	49,994,138.89	0.00	49,994,138.89
58817	Buy	459058KC6	IBRD 0.700 11/16/2026	98.24600	09/12/2025	09/12/2025	55,000,000.00	54,035,300.00	398,750.00	54,434,050.00
58818	Buy	313385LW4	FHDN 0.000 09/18/2025	99.98819	09/17/2025	09/17/2025	53,200,000.00	53,193,719.44	0.00	53,193,719.44
58819	Buy	313385LW4	FHDN 0.000 09/18/2025	99.98819	09/17/2025	09/17/2025	50,000,000.00	49,994,097.22	0.00	49,994,097.22
58825	Buy	14912DWR6	CATFIN 0.000 09/25/2025	99.92028	09/18/2025	09/18/2025	40,000,000.00	39,968,111.11	0.00	39,968,111.11
58826	Buy	14912DWP0	CATFIN 0.000 09/23/2025	99.94306	09/18/2025	09/18/2025	19,900,000.00	19,888,668.06	0.00	19,888,668.06
58827	Buy	14912DX12	CATFIN 0.000 10/01/2025	99.89725	09/22/2025	09/22/2025	100,000,000.00	99,897,250.00	0.00	99,897,250.00
58828	Buy	14912DWW5	CATFIN 0.000 09/30/2025	99.91989	09/23/2025	09/23/2025	100,000,000.00	99,919,888.89	0.00	99,919,888.89
58829	Buy	06367DSV8	BMOCHG 3.980	100.00000	09/24/2025	09/24/2025	55,000,000.00	55,000,000.00	0.00	55,000,000.00
58830	Buy	313385MD5	FHDN 0.000 09/25/2025	99.98886	09/24/2025	09/24/2025	52,205,000.00	52,199,184.94	0.00	52,199,184.94
58836	Buy	14912DX87	CATFIN 0.000 10/08/2025	99.89750	09/29/2025	09/29/2025	100,000,000.00	99,897,500.00	0.00	99,897,500.00
58837	Buy	14912DXL8	CATFIN 0.000 10/20/2025	99.76083	09/29/2025	09/29/2025	30,450,000.00	30,377,173.75	0.00	30,377,173.75
58820	Buy	3136GATQ2	FNMA 4.030 09/30/2030	100.00000	09/30/2025	09/30/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58821	Buy	3136GATQ2	FNMA 4.030 09/30/2030	100.00000	09/30/2025	09/30/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58822	Buy	3136GATQ2	FNMA 4.030 09/30/2030	100.00000	09/30/2025	09/30/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58823	Buy	3136GATQ2	FNMA 4.030 09/30/2030	100.00000	09/30/2025	09/30/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58824	Buy	3136GATQ2	FNMA 4.030 09/30/2030	100.00000	09/30/2025	09/30/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
Activity Total							2,262,480,000.00	2,255,265,462.63	398,750.00	2,255,664,212.63

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58785	Maturity	14912DW21	CATFIN 0.000 09/02/2025	100.00000	09/02/2025	09/02/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58796	Maturity	14912DW21	CATFIN 0.000 09/02/2025	100.00000	09/02/2025	09/02/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58649	Maturity	912797QM2	B 0.000 09/02/2025	100.00000	09/02/2025	09/02/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58783	Maturity	14912DW39	CATFIN 0.000 09/03/2025	100.00000	09/03/2025	09/03/2025	42,200,000.00	42,200,000.00	0.00	42,200,000.00
58797	Maturity	313385LF1	FHDN 0.000 09/03/2025	100.00000	09/03/2025	09/03/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58798	Maturity	313385LF1	FHDN 0.000 09/03/2025	100.00000	09/03/2025	09/03/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58305	Full Call	3130B2KJ3	FHLB 4.625 09/04/2029	100.00000	09/04/2025	09/04/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58306	Full Call	3130B2KJ3	FHLB 4.625 09/04/2029	100.00000	09/04/2025	09/04/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58307	Full Call	3130B2KJ3	FHLB 4.625 09/04/2029	100.00000	09/04/2025	09/04/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58801	Maturity	313385LG9	FHDN 0.000 09/04/2025	100.00000	09/04/2025	09/04/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58802	Maturity	313385LG9	FHDN 0.000 09/04/2025	100.00000	09/04/2025	09/04/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58805	Maturity	313385LH7	FHDN 0.000 09/05/2025	100.00000	09/05/2025	09/05/2025	37,200,000.00	37,200,000.00	0.00	37,200,000.00
58806	Maturity	313385LH7	FHDN 0.000 09/05/2025	100.00000	09/05/2025	09/05/2025	84,125,000.00	84,125,000.00	0.00	84,125,000.00
58807	Maturity	313385LH7	FHDN 0.000 09/05/2025	100.00000	09/05/2025	09/05/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58571	Maturity	89115DWB8	TDNY 4.360 09/05/2025	100.00000	09/05/2025	09/05/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58446	Maturity	78015J2Y2	RY 4.550 09/08/2025	100.00000	09/08/2025	09/08/2025	65,000,000.00	65,000,000.00	0.00	65,000,000.00
58499	Maturity	89233GW85	TOYCC 0.000 09/08/2025	100.00000	09/08/2025	09/08/2025	65,000,000.00	65,000,000.00	0.00	65,000,000.00
58809	Maturity	03785DW93	APPINC 0.000 09/09/2025	100.00000	09/09/2025	09/09/2025	45,000,000.00	45,000,000.00	0.00	45,000,000.00
58808	Maturity	14912DW96	CATFIN 0.000 09/09/2025	100.00000	09/09/2025	09/09/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58572	Maturity	89115DWF9	TDNY 4.360 09/10/2025	100.00000	09/10/2025	09/10/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58814	Maturity	313385LP9	FHDN 0.000 09/11/2025	100.00000	09/11/2025	09/11/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
47196	Maturity	3130A8ZQ9	FHLB 1.750 09/12/2025	100.00000	09/12/2025	09/12/2025	10,295,000.00	10,295,000.00	0.00	10,295,000.00
58815	Maturity	313385LQ7	FHDN 0.000 09/12/2025	100.00000	09/12/2025	09/12/2025	49,400,000.00	49,400,000.00	0.00	49,400,000.00
58816	Maturity	313385LQ7	FHDN 0.000 09/12/2025	100.00000	09/12/2025	09/12/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58641	Maturity	03785DWF9	APPINC 0.000 09/15/2025	100.00000	09/15/2025	09/15/2025	10,000,000.00	10,000,000.00	0.00	10,000,000.00
57743	Maturity	3133EPVY8	FFCB 5.000 09/15/2025	100.00000	09/15/2025	09/15/2025	8,230,000.00	8,230,000.00	0.00	8,230,000.00
57744	Maturity	3133EPVY8	FFCB 5.000 09/15/2025	100.00000	09/15/2025	09/15/2025	15,000,000.00	15,000,000.00	0.00	15,000,000.00
57745	Maturity	3133EPVY8	FFCB 5.000 09/15/2025	100.00000	09/15/2025	09/15/2025	20,000,000.00	20,000,000.00	0.00	20,000,000.00
58593	Maturity	62479LWF8	MUFGBK 0.000 09/15/2025	100.00000	09/15/2025	09/15/2025	20,000,000.00	20,000,000.00	0.00	20,000,000.00
47483	Maturity	91282CFK2	T 3.500 09/15/2025	100.00000	09/15/2025	09/15/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58818	Maturity	313385LW4	FHDN 0.000 09/18/2025	100.00000	09/18/2025	09/18/2025	53,200,000.00	53,200,000.00	0.00	53,200,000.00
58819	Maturity	313385LW4	FHDN 0.000 09/18/2025	100.00000	09/18/2025	09/18/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58464	Maturity	06367DN92	BMOCHG 4.530	100.00000	09/22/2025	09/22/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58463	Maturity	13606DCV2	CIBCNY 4.530 09/22/2025	100.00000	09/22/2025	09/22/2025	75,000,000.00	75,000,000.00	0.00	75,000,000.00
58826	Maturity	14912DWP0	CATFIN 0.000 09/23/2025	100.00000	09/23/2025	09/23/2025	19,900,000.00	19,900,000.00	0.00	19,900,000.00
46954	Maturity	3137EAEX3	FHLMC 0.375 09/23/2025	100.00000	09/23/2025	09/23/2025	22,600,000.00	22,600,000.00	0.00	22,600,000.00
58594	Maturity	62479LWP6	MUFGBK 0.000 09/23/2025	100.00000	09/23/2025	09/23/2025	35,000,000.00	35,000,000.00	0.00	35,000,000.00
58526	Maturity	13606DFF4	CIBCNY 4.420 09/24/2025	100.00000	09/24/2025	09/24/2025	110,000,000.00	110,000,000.00	0.00	110,000,000.00
58385	Full Call	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2025	09/24/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58386	Full Call	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2025	09/24/2025	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58387	Full Call	3130B2TG0	FHLB 4.375 09/24/2029	100.00000	09/24/2025	09/24/2025	65,000,000.00	65,000,000.00	0.00	65,000,000.00
58825	Maturity	14912DWR6	CATFIN 0.000 09/25/2025	100.00000	09/25/2025	09/25/2025	40,000,000.00	40,000,000.00	0.00	40,000,000.00
58830	Maturity	313385MD5	FHDN 0.000 09/25/2025	100.00000	09/25/2025	09/25/2025	52,205,000.00	52,205,000.00	0.00	52,205,000.00
58486	Full Call	3136GA3N7	FNMA 5.045 12/27/2029	100.00000	09/27/2025	09/29/2025	20,000,000.00	20,000,000.00	252,250.00	20,252,250.00
58487	Full Call	3136GA3N7	FNMA 5.045 12/27/2029	100.00000	09/27/2025	09/29/2025	62,000,000.00	62,000,000.00	781,975.00	62,781,975.00
58488	Full Call	3136GA3N7	FNMA 5.045 12/27/2029	100.00000	09/27/2025	09/29/2025	20,000,000.00	20,000,000.00	252,250.00	20,252,250.00
58489	Full Call	3136GA3N7	FNMA 5.045 12/27/2029	100.00000	09/27/2025	09/29/2025	20,000,000.00	20,000,000.00	252,250.00	20,252,250.00
58828	Maturity	14912DWW5	CATFIN 0.000 09/30/2025	100.00000	09/30/2025	09/30/2025	100,000,000.00	100,000,000.00	0.00	100,000,000.00
47043	Maturity	91282CAM3	T 0.250 09/30/2025	100.00000	09/30/2025	09/30/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47105	Maturity	91282CAM3	T 0.250 09/30/2025	100.00000	09/30/2025	09/30/2025	50,000,000.00	50,000,000.00	0.00	50,000,000.00
Activity Total							2,666,355,000.00	2,666,355,000.00	1,538,725.00	2,667,893,725.00

Interest Received Pooled Fund

For month ended September 30, 2025							
Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
58399	Interest Income	91282CFJ5	T 3.125 08/31/2029	09/02/2025	781,250.00		781,250.00
58402	Interest Income	91282CFJ5	T 3.125 08/31/2029	09/02/2025	1,015,625.00		1,015,625.00
58618	Interest Income	91282CGQ8	T 4.000 02/28/2030	09/02/2025	1,000,000.00	222,826.09	777,173.91
58670	Interest Income	91282CKD2	T 4.250 02/28/2029	09/02/2025	1,593,750.00	640,964.67	952,785.33
58671	Interest Income	91282CHX2	T 4.375 08/31/2028	09/02/2025	1,093,750.00	445,822.01	647,927.99
47166	Interest Income	91282CCW9	T 0.750 08/31/2026	09/02/2025	187,500.00		187,500.00
57814	Interest Income	91282CHX2	T 4.375 08/31/2028	09/02/2025	1,093,750.00		1,093,750.00
57903	Interest Income	91282CKD2	T 4.250 02/28/2029	09/02/2025	1,062,500.00		1,062,500.00
47168	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2025	134,375.00		134,375.00
47169	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2025	134,375.00		134,375.00
47170	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2025	134,375.00		134,375.00
47171	Interest Income	3130AP6T7	FHLB 1.075 09/03/2026	09/03/2025	134,375.00		134,375.00
58305	Interest Income	3130B2KJ3	FHLB 4.625 09/04/2029	09/04/2025	1,156,250.00		1,156,250.00
58306	Interest Income	3130B2KJ3	FHLB 4.625 09/04/2029	09/04/2025	578,125.00		578,125.00
58307	Interest Income	3130B2KJ3	FHLB 4.625 09/04/2029	09/04/2025	578,125.00		578,125.00
58357	Interest Income	3130B2PJ8	FHLB 3.625 09/04/2026	09/04/2025	453,125.00		453,125.00
58358	Interest Income	3130B2PJ8	FHLB 3.625 09/04/2026	09/04/2025	906,250.00		906,250.00
58359	Interest Income	3130B2PJ8	FHLB 3.625 09/04/2026	09/04/2025	344,375.00		344,375.00
58360	Interest Income	3130B2PJ8	FHLB 3.625 09/04/2026	09/04/2025	469,437.50		469,437.50
58571	Interest Income	89115DWB8	TDNY 4.360 09/05/2025	09/05/2025	1,017,333.35		1,017,333.35
58446	Interest Income	78015J2Y2	RY 4.550 09/08/2025	09/08/2025	2,439,937.50		2,439,937.50
47314	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/08/2025	293,750.00		293,750.00
47315	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/08/2025	293,750.00		293,750.00
47316	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/08/2025	293,750.00		293,750.00
47317	Interest Income	3130ARB59	FHLB 2.350 03/08/2027	09/08/2025	293,750.00		293,750.00
57906	Interest Income	3130AVBD3	FHLB 4.500 03/09/2029	09/09/2025	562,500.00		562,500.00
58572	Interest Income	89115DWF9	TDNY 4.360 09/10/2025	09/10/2025	1,047,611.10		1,047,611.10
47321	Interest Income	3133ENRD4	FFCB 1.680 03/10/2027	09/10/2025	408,013.20		408,013.20
57815	Interest Income	3133EM4X7	FFCB 0.800 09/10/2026	09/10/2025	115,900.00		115,900.00
57760	Interest Income	3130AXCP1	FHLB 4.875 09/11/2026	09/11/2025	289,940.63		289,940.63
47196	Interest Income	3130A8ZQ9	FHLB 1.750 09/12/2025	09/12/2025	90,081.25		90,081.25
58392	Interest Income	3130ATHX8	FHLB 4.125 09/14/2029	09/15/2025	309,375.00		309,375.00
58401	Interest Income	91282CLL3	T 3.375 09/15/2027	09/15/2025	843,750.00		843,750.00
58434	Interest Income	3130ATHX8	FHLB 4.125 09/14/2029	09/15/2025	309,375.00		309,375.00
58435	Interest Income	3130ATHX8	FHLB 4.125 09/14/2029	09/15/2025	309,375.00		309,375.00
58436	Interest Income	3130ATHX8	FHLB 4.125 09/14/2029	09/15/2025	527,793.75		527,793.75
58770	Interest Income	3130ATHX8	FHLB 4.125 09/14/2029	09/15/2025	350,625.00	286,343.75	64,281.25
47160	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/15/2025	131,250.00		131,250.00
47161	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/15/2025	131,250.00		131,250.00
47162	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/15/2025	131,250.00		131,250.00
47163	Interest Income	3130ANTG5	FHLB 1.050 08/10/2026	09/15/2025	131,250.00		131,250.00
47483	Interest Income	91282CFK2	T 3.500 09/15/2025	09/15/2025	875,000.00		875,000.00
57743	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/15/2025	205,750.00		205,750.00
57744	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/15/2025	375,000.00		375,000.00
57745	Interest Income	3133EPVY8	FFCB 5.000 09/15/2025	09/15/2025	500,000.00		500,000.00
57789	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/15/2025	243,750.00		243,750.00
57790	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/15/2025	243,750.00		243,750.00
57791	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/15/2025	243,750.00		243,750.00

Interest Received Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
57890	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/15/2025	895,293.75		895,293.75
57891	Interest Income	3133EP5K7	FFCB 4.500 03/13/2026	09/15/2025	1,125,000.00		1,125,000.00
57900	Interest Income	3130AXB31	FHLB 4.875 03/13/2026	09/15/2025	609,375.00		609,375.00
58064	Interest Income	594918CN2	MSFT 3.400 09/15/2026	09/15/2025	109,684.00		109,684.00
58065	Interest Income	594918CN2	MSFT 3.400 09/15/2026	09/15/2025	221,153.00		221,153.00
58617	Interest Income	3133ER7L9	FFCB 4.000 03/18/2030	09/18/2025	173,900.00	21,254.44	152,645.56
58463	Interest Income	13606DCV2	CIBCNY 4.530 09/22/2025	09/22/2025	2,755,749.98		2,755,749.98
58464	Interest Income	06367DN92	BMOCHG 4.530 09/22/2025	09/22/2025	1,837,166.65		1,837,166.65
57901	Interest Income	3133EP5U5	FFCB 4.125 03/20/2029	09/22/2025	1,065,487.50		1,065,487.50
57905	Interest Income	3133EP5S0	FFCB 4.250 03/20/2028	09/22/2025	105,633.75		105,633.75
46954	Interest Income	3137EAEX3	FHLMC 0.375 09/23/2025	09/23/2025	42,375.00		42,375.00
58385	Interest Income	3130B2TG0	FHLB 4.375 09/24/2029	09/24/2025	546,875.00		546,875.00
58386	Interest Income	3130B2TG0	FHLB 4.375 09/24/2029	09/24/2025	546,875.00		546,875.00
58387	Interest Income	3130B2TG0	FHLB 4.375 09/24/2029	09/24/2025	1,421,875.00		1,421,875.00
58526	Interest Income	13606DFF4	CIBCNY 4.420 09/24/2025	09/24/2025	3,119,783.37		3,119,783.37
57889	Interest Income	3133EP6K6	FFCB 4.500 03/26/2027	09/26/2025	1,125,000.00		1,125,000.00
58486	Interest Income	3136GA3N7	FNMA 5.045 12/27/2029	09/29/2025	252,250.00		252,250.00
58487	Interest Income	3136GA3N7	FNMA 5.045 12/27/2029	09/29/2025	781,975.00		781,975.00
58488	Interest Income	3136GA3N7	FNMA 5.045 12/27/2029	09/29/2025	252,250.00		252,250.00
58489	Interest Income	3136GA3N7	FNMA 5.045 12/27/2029	09/29/2025	252,250.00		252,250.00
47043	Interest Income	91282CAM3	T 0.250 09/30/2025	09/30/2025	62,500.00		62,500.00
47105	Interest Income	91282CAM3	T 0.250 09/30/2025	09/30/2025	62,500.00		62,500.00
47172	Interest Income	91282CCZ2	T 0.875 09/30/2026	09/30/2025	218,750.00		218,750.00
47173	Interest Income	91282CCZ2	T 0.875 09/30/2026	09/30/2025	218,750.00		218,750.00
47176	Interest Income	91282CCZ2	T 0.875 09/30/2026	09/30/2025	218,750.00		218,750.00
47342	Interest Income	91282CEF4	T 2.500 03/31/2027	09/30/2025	312,500.00		312,500.00
Activity Total					44,193,625.28	1,617,210.96	42,576,414.32

Money Market / Secured Bank Deposit Activity

Pooled Fund

For month ended September 30, 2025				
Accounting ID	Description	Activity Date	Transaction Type	Transaction Amount
09248U718	BlackRock Liquidity Funds T-Fund	09/30/2025	Interest Received	48,365.58
	Activity Total			48,365.58
31607A703	Fidelity Govt Portfolio	09/10/2025	Withdrawal	(50,000,000.00)
31607A703	Fidelity Govt Portfolio	09/11/2025	Withdrawal	(10,000,000.00)
31607A703	Fidelity Govt Portfolio	09/12/2025	Deposit	30,000,000.00
31607A703	Fidelity Govt Portfolio	09/30/2025	Interest Received	2,884,820.09
	Activity Total			(27,115,179.91)
608919718	Federated Hermes Govt Obligations	09/03/2025	Withdrawal	(83,000,000.00)
608919718	Federated Hermes Govt Obligations	09/04/2025	Withdrawal	(10,000,000.00)
608919718	Federated Hermes Govt Obligations	09/05/2025	Deposit	60,000,000.00
608919718	Federated Hermes Govt Obligations	09/09/2025	Withdrawal	(55,000,000.00)
608919718	Federated Hermes Govt Obligations	09/10/2025	Withdrawal	(100,000,000.00)
608919718	Federated Hermes Govt Obligations	09/15/2025	Deposit	150,000,000.00
608919718	Federated Hermes Govt Obligations	09/16/2025	Deposit	80,000,000.00
608919718	Federated Hermes Govt Obligations	09/17/2025	Withdrawal	(60,000,000.00)
608919718	Federated Hermes Govt Obligations	09/18/2025	Deposit	40,000,000.00
608919718	Federated Hermes Govt Obligations	09/19/2025	Withdrawal	(15,000,000.00)
608919718	Federated Hermes Govt Obligations	09/22/2025	Withdrawal	(80,000,000.00)
608919718	Federated Hermes Govt Obligations	09/23/2025	Deposit	15,000,000.00
608919718	Federated Hermes Govt Obligations	09/24/2025	Deposit	55,000,000.00
608919718	Federated Hermes Govt Obligations	09/25/2025	Deposit	35,000,000.00
608919718	Federated Hermes Govt Obligations	09/26/2025	Withdrawal	(5,000,000.00)
608919718	Federated Hermes Govt Obligations	09/29/2025	Deposit	85,000,000.00
608919718	Federated Hermes Govt Obligations	09/30/2025	Deposit	10,000,000.00
608919718	Federated Hermes Govt Obligations	09/30/2025	Interest Received	563,527.57
	Activity Total			122,563,527.57
262006208	Dreyfus Government Cash	09/30/2025	Interest Received	50,771.94
	Activity Total			50,771.94
85749T517	State Street Institutional U.S. Govt	09/02/2025	Withdrawal	(105,000,000.00)
85749T517	State Street Institutional U.S. Govt	09/08/2025	Withdrawal	(5,000,000.00)
85749T517	State Street Institutional U.S. Govt	09/15/2025	Deposit	75,000,000.00
85749T517	State Street Institutional U.S. Govt	09/17/2025	Withdrawal	(75,000,000.00)
85749T517	State Street Institutional U.S. Govt	09/30/2025	Interest Received	78,827.23
	Activity Total			(109,921,172.77)
61747C319	Morgan Stanley Institutional Liquidity	09/30/2025	Interest Received	46,080.66
	Activity Total			46,080.66
0660P0999	Bank of America TTX INV Deposit Acct	09/30/2025	Interest Received	1,258,854.87
	Activity Total			1,258,854.87